

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4516.

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MONDAY, APRIL 11, 1904.

一拜禮

號一十月四英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,310,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.

Hongkong, 11th March, 1904.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....
Sinking Reserve.....\$10,000,000
Silver Reserve.....\$10,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. DICKSON, Esq.
H. G. GOETZ, Esq.
A. H. HALL, Esq.
H. SCHUBERT, Esq.
E. S. SHELLIM, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 1/2 per cent. per Annum.
For 12 months, 4 1/2 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 20th February, 1904.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 per
cent. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1904.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....\$1,000,000
Paid up Capital.....\$324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:
Chan Kit Shan, Esq. J. Focke, Esq.
Creasy Ewens, Esq. G. C. Moxon, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 1/2 %
Hongkong, 4th February, 1904.

THE DEUTSCHE ASIATISCHE BANK.

PAID-UP CAPITAL.....Sh. Taels 5,000,000

HEAD OFFICE:—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin. Calcutta. Hankow.
Tientsin. Tsingtau (Kiautschow).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENT
DIRECTION DER DISCONTO-GESELLSCHAFT.

INTEREST allowed on Current Account
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. SUTER,
Sub-Manager.

Hongkong, 31st March, 1904.

TO LET.

No. 1, "RIFON" TERRACE in FLATS.

No. 4, RIFON TERRACE.

No. 17, WONG NEI CHONG ROAD, facing
Road.

FLATS in MORETON TERRACE, facing
Road.

OFFICES in court of office, Con-
struction Road (near BAKER'S PIER).

GODOWNS, PRAYA EAST.

"ROSEBATH," KOWLOON.

Apply to:
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 6th April, 1904.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903.

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS. TO SAIL ON REMARKS.

LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO & PORT SAID.	MALACCA A. F. Street.....	About 13th } Freight and April } Passage.
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YOKOHAMA via SHANGHAI,
MOJI and KOBE.
(Passing through the Inland Sea.)

MANILA H. G. H. Lewellin, R.N.R.	About 15th } Freight and April } Passage.
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LONDON, &c.....
(BENGAL
G. Phillips.....)

April 23rd, } See Special Noon. } Advertisement.

SHANGHAI.....
(CHUSAN
W. B. Palmer, R.N.R.)

About 24th } Freight and April } Passage.
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For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 11th April, 1904.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.

"HAMBURG".....WEDNESDAY, 13th April.

"PRINZ HEINRICH".....WEDNESDAY, 27th April.

"BAYERN".....WEDNESDAY, 25th May.

"OLDENBURG".....WEDNESDAY, 8th June.

"SACHSEN".....WEDNESDAY, 22nd June.

"ZIETEN".....WEDNESDAY, 6th July.

"SEYDLITZ".....WEDNESDAY, 20th July.

"ROON".....WEDNESDAY, 3rd August.

"PREUSSEN".....WEDNESDAY, 17th August.

"PRINZ REGENT LUITPOLD".....WEDNESDAY, 17th August.

* Steamer of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 13th day of April, 1904, at Noon, the Steamship "HAMBURG,"
of the HAMBURG-AMERIKA LINE, Captain Burmeister, with MAILS, PASSEN-
GERS, SPECIE and CARGO, will leave this Port as above. Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 11th April, Cargo and
Specie will be received on Board until 5 P.M., on TUESDAY, the 12th April, and Parcels
will be received at the Agency's Office until NOON, on TUESDAY, the 13th April.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 7th April, 1904.

Intimations.

LANE, CRAWFORD & CO.

SOLE AGENTS FOR

GOLD REEF BRAND

Pure Cream.

PURE RICH THICK CREAM, Sterilized by special process, will keep good
and sweet under the most trying conditions.

QUARTER TINS - - - - 30 Cents.

HALF TINS - - - - 40 "

TINS - - - - 60 "

Sample Tin FREE on Application.

LANE, CRAWFORD & Co.,

Sole Agents for China and Manila.

Hongkong, 8th April, 1904.

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well furnished and Airy Bedrooms.
Monthly Boarders accommodated on very moderate terms.

For Particulars apply to

THE MANAGER.

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence
to CANTON and back to HONGKONG, will be
found interesting and enjoyable.

W. FARMER,
Proprietor.

Hongkong, 26th February, 1904.

Intimations.

A perfect food

is Bovril—it nourishes, stimulates and
reinvigorates. Bovril is of great value
for all to whom strength and endurance
are a vital necessity. Its regular use is
a permanent protection against the
dangers of colds, chills and diseases.



JAPAN



COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoaki, Moji, Wakamatsu,
Karatani, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Mike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotani, Hokoku, Hoado, Ichimura, Kanada, Mameda, Mannoura,
Onoura, Otsuji, Sasahara, Tsubakuro, Yoshitani, Yoshio, Yunokibara and other Coals.

N. INUZUKA, Manager, Hongkong.

H. PRICE & CO.

WINE MERCHANTS,

12 QUEEN'S ROAD CENTRAL.

Picnic parties furnished with wines, etc., at
a moment's notice.

Contracts made on special terms with
Caterers, Committees, Messes and Captains of
Steamers. All Wines, Spirits and Beers supplied
are guaranteed.

Price list on application. TELEPHONE No. 135.

Hongkong, 23rd July, 1903.

AMERICAN WHISKIES.



OLD CREMOENE WHITE RYE.

WATERMILL SOUR MASH.

HIGH BALL KENTUCKY RYE.

FINE OLD BOURBON (IDES).

O. K. BOURBON.

PURE AMERICAN RYE.

MOUNT VERNON RYE.

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road.

Hongkong, 2nd April, 1904.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that
the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT

GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES.

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

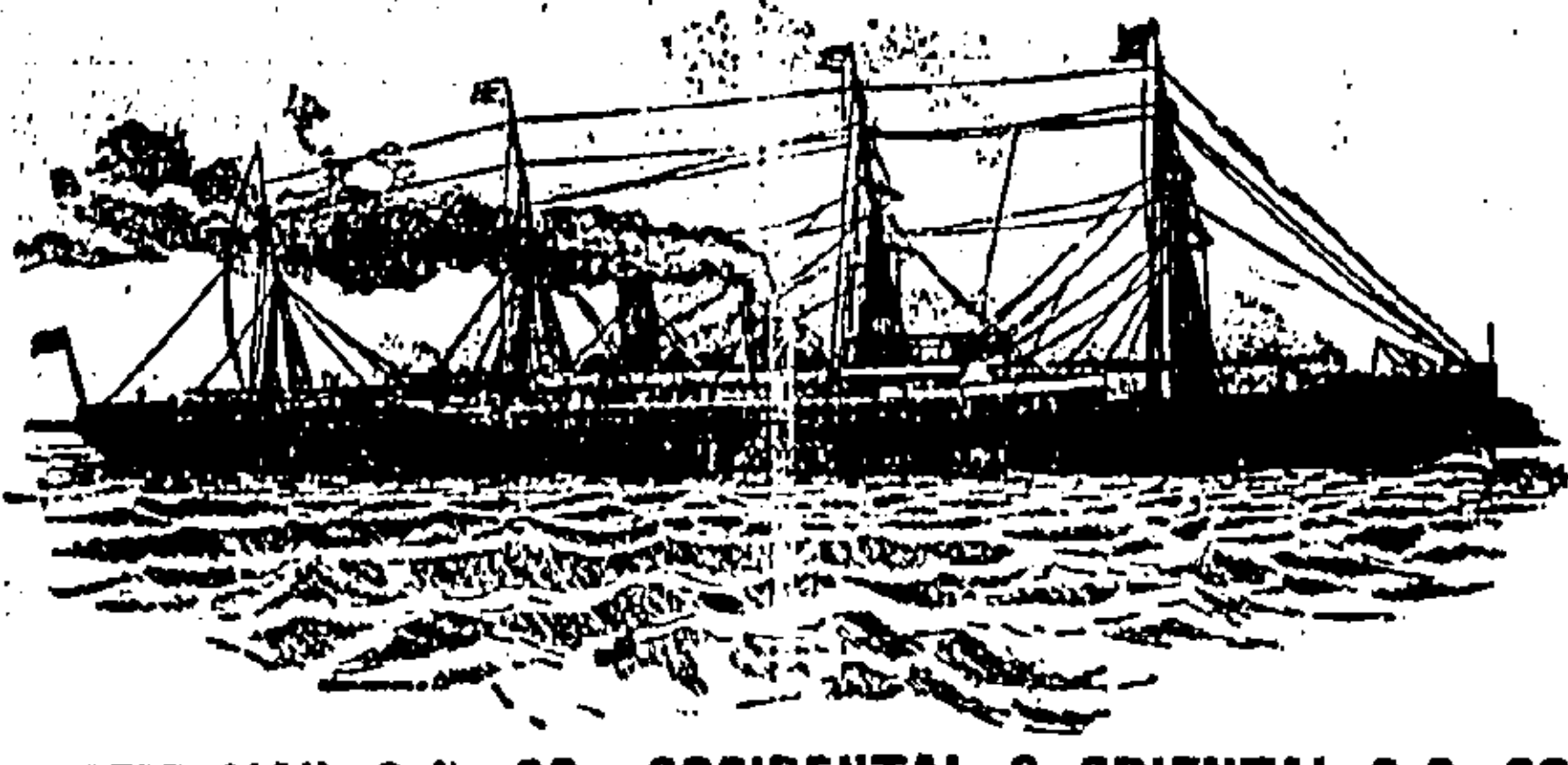
KRUSE & Co

CONNAUGHT HOUSE

34

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	4,784 Gross Tons..	SATURDAY, 16th April, at Noon.
"SIBERIA"	11,284	SATURDAY, 30th April, at Noon.
"COPTIC"	4,352	THURSDAY, 12th May, at Noon.
"KOREA"	11,276	TUESDAY, 24th May, at Noon.
"GABRI"	4,205	SATURDAY, 4th June, at Noon.
"MONGOLIA"		THURSDAY, 16th June, at Noon.
"CHINA"	5,060	TUESDAY, 28th June, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 16th April, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

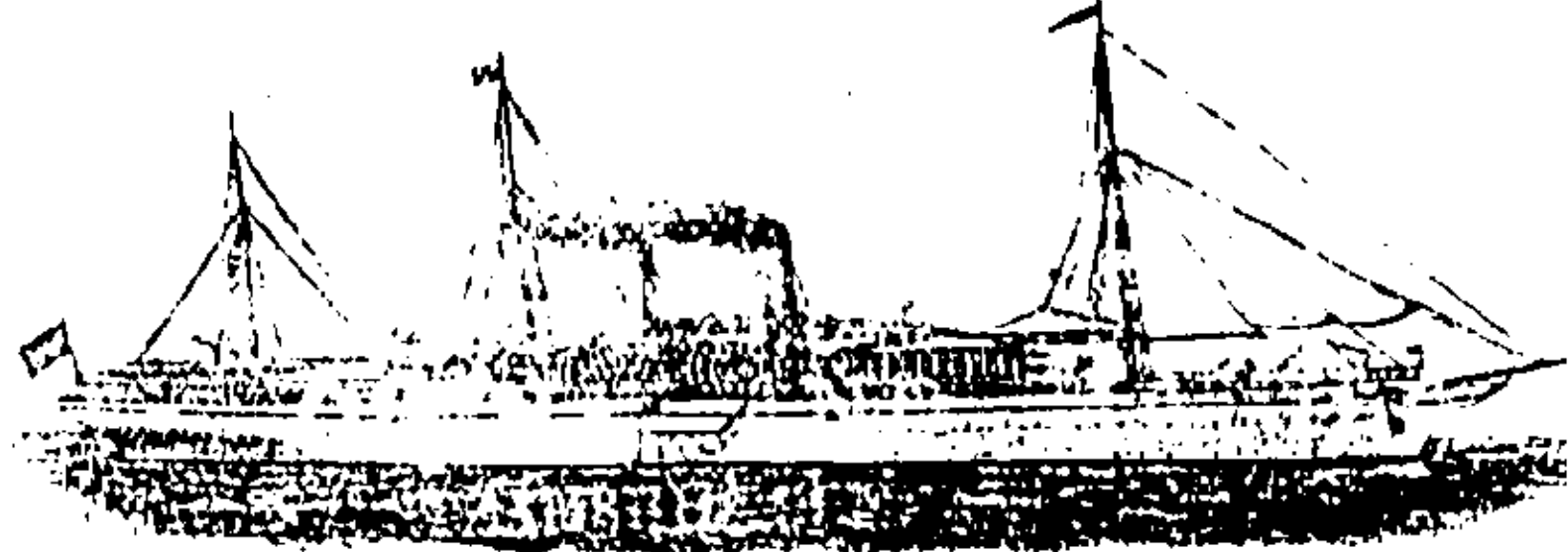
TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are conferred and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and other ports in Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date. For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 6th April, 1904.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

"EMPRESS" Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 Knots.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).
R.M.S. "EMPRESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 20th April.
"ATHENIAN" ... 3,882

WEDNESDAY, 27th April.
"EMPRESS OF JAPAN" ... 6,000

WEDNESDAY, 11th May.
"TARTAR" ... 4,425

SATURDAY, 21st May.
"EMPRESS OF CHINA" ... 6,000

WEDNESDAY, 1st June.
Hongkong to London, 1st Class, ... via St. Lawrence ... via New York ...
Hongkong to London, Intermediate ... via St. Lawrence ... via New York ...
Steamers and 1st Class Rail ... £40. ... £44.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,
9, Pedder's Street.

Hongkong, 6th April, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
BRISGAVIA	HAMBURG.	14th April. Freight.
Schullke	(Calling at SINGAPORE and COLOMBO).	
SUEVIA	HAVRE and HAMBURG.	25th April. Freight.
von Döhren	(Calling at SINGAPORE and PENANG).	
ARTEMISIA	HAVRE and HAMBURG.	8th May. Freight.
Gronmeyer	(Calling at SINGAPORE and COLOMBO).	
MARBURG	HAVRE and HAMBURG.	17th May. Freight.
Stern	(Calling at SINGAPORE and PENANG).	
STRASSBURG	HAVRE and HAMBURG.	31st May. Freight and Passengers.
Madsen	(Calling at SINGAPORE and COLOMBO).	
SEGOVIA	HAVRE and HAMBURG.	14th June. Freight.
Förck	(Calling at SINGAPORE and PENANG).	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 5th April, 1904.

GO TO THE
KOWLOON HOTEL,
KOWLOON.

J. W. OSBORNE,
Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain R. D. Thomas.
"POWAN," 2,338

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. and 9 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain H. D. Jones.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at 12.30 P.M.
Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain T. Hainlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain B. Branch.
"NANNING," 569

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 2nd April, 1904.

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,

3, DUDDELL STREET,
HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	First half of May	S'PORE & JAVA PORTS	First half of May
TJILATJAP	JAVA via MACASSAR	Second half of April	JAPAN	Second half of April
TJIMATI	JAVA via MACASSAR	Second half of May	JAPAN	Second half of May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,
THE HOLLAND-CHINA TRADING CO.

Telephone No. 201,
Hongkong, 8th April, 1904.

Entimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

ORIENTAL

COSTUMES AND

FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40) PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPOTACHES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

14, QUEEN'S ROAD CENTRAL.

Hongkong, 6th November, 1904.

Entimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[G]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

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THE HONGKONG
STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS AND ENLARG-
ING AND COPYING in all sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.
Hongkong, 15th September, 1903.

MEE CHEUNG,
PHOTOGRAPHER,
100, FLO. OF ICE HOUSE, IN
12-HOUSE ROAD.

Is now in position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a speciality.

Hongkong, 2nd September, 1903.

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GOVERNMENT NOTIFICATION.

INFORMATION has been received from
the Military Authorities that GUN
PRACTICE will take place on the 11th, 12th
and 13th of April, 1904, between the hours of
9 A.M. and 3 P.M. daily.

The guns will be in position on—

(a) East of Chin Lan Chun and fire
towards Haiwan.

(b) East of Kow Lung Peak and fire
towards Razor Hill.

(c) Chin Lan Chun Hill and fire towards
Kow Lung Peak.

By Command,

A. M. THOMSON,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 8th April, 1904.

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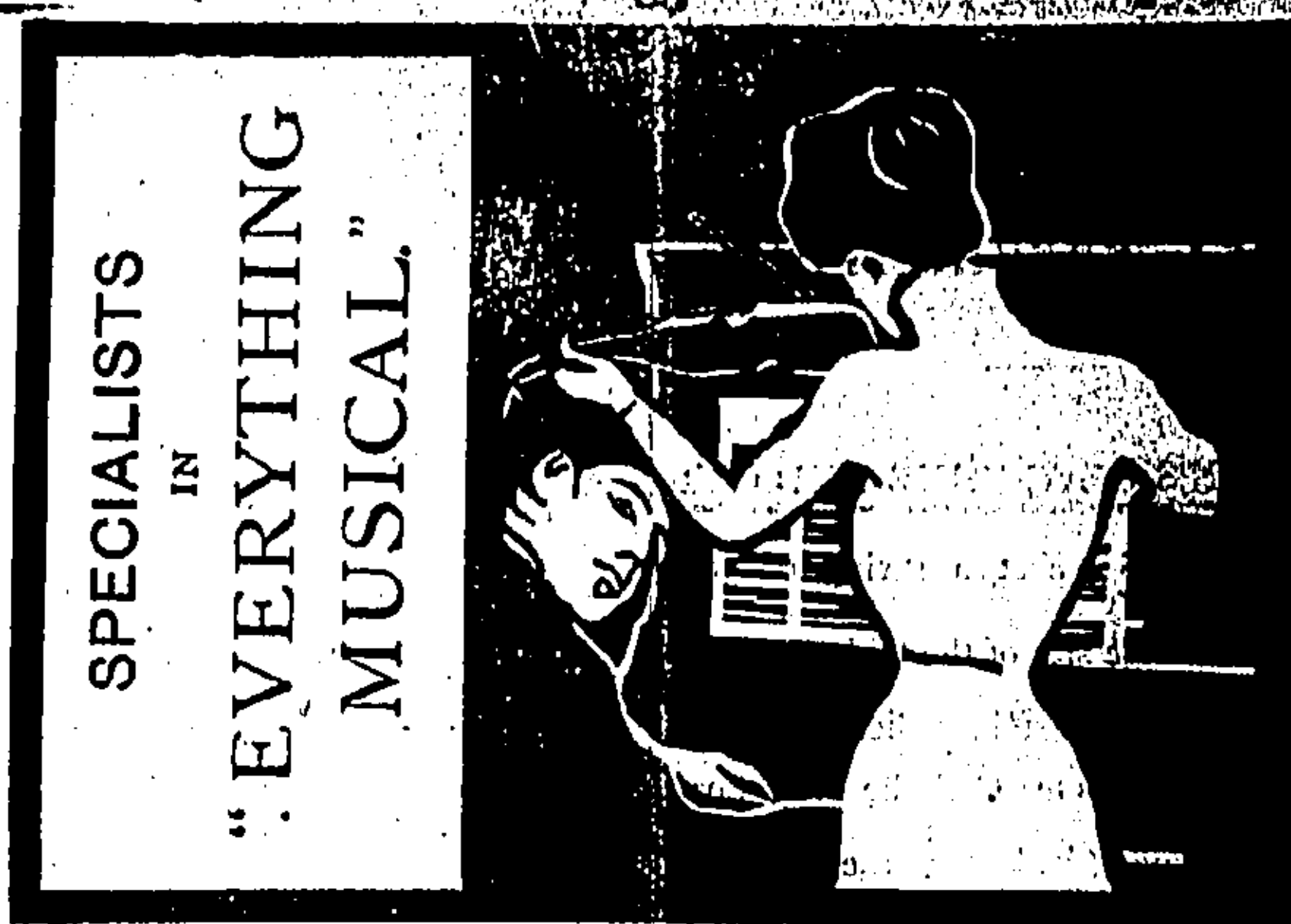
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Intimations.

Intimation.

The ROBINSON PIANO Co., Ltd.



Hongkong, Shanghai, and Singapore.

Hongkong, 29th March, 1904.

[59]

Sanitas

IS AN
Unequalled
Purifying Agent
AND IS
Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid
is non-poisonous and non-staining, and for general or personal use is thoroughly effective. It completely disinfects the house in which it is used, and administered internally prevents Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder
is the best air purifier known, and a stronger disinfectant and deodorant than carbolic acid, besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap
is specially recommended by the medical faculty for use in hot climates, because of its fine disinfecting qualities and its fragrance.

Kingszett's Fumigating Candles
supply the safest and most convenient means of rapid fumigation. For the disinfection of infected places, bedding, clothing, etc., they are both efficacious and economical. Destroy all insects.

THE "SANITAS" CO. LTD.
BETHNAL GREEN, LONDON, E.

To be Let.

TO LET.
ONE OFFICE ROOM on second floor.
Prince's Buildings.
Apply to—
REUTER, BROCKELMANN & Co.
Hongkong, 6th April, 1904. [479]

TO LET.
MEIRION, Nos. 1 and 2.
BOWRING VILLAS, No. 2.
Apply—
HUGHES & HOUGH,
8, Des Vœux Road,
Hongkong, 2nd April, 1904. [463]

TO LET.
A HOUSE in KNUITSFORD TERRACE,
No. 3, CANTON VILLAS.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 8th April, 1904. [488]

TO LET.
NO. 1, STEWART TERRACE,
THE PEAK.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 26th March, 1904. [436]

TO LET.
A SMALL OFFICE, in Central of DES
Vœux Road.
Apply to—
"B. C."
C/o Hongkong Telegraph,
Hongkong, 15th March, 1904. [379]

TO LET.
NO. 6, BARROW TERRACE, KOWLOON.
Available 1st March.
Apply to—
THE SAM WANG CO., LD.
Hongkong, 5th February, 1904. [418]

Shipping—Steamer.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship
"HAITAN"
Captain Roach, will be despatched for the
above Ports, TO-MORROW, the 12th inst.,
at 10 A.M.
For Freight or Passage apply to
DOUGLAS, LAPRAIK & CO.,
General Managers
Hongkong, 11th April, 1904. [487]

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.
AUSTRALIAN LINE.
REDUCTION IN PASSAGE RATES,
From 1st January, 1904.
ALSO REDUCED FARES TO
MANILA AND RETURN.
STEAMERS fitted throughout with Electric
Light, First Class Accommodation, Un-
rivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st February, 1904. [164]

MESSAGERIES CANTONNAISES.
J. TREVOUX & CO.
HONGKONG-CANTON NIGHTLY
SERVICE.
THE Commodious Steamer
"PAUL BEAU,"
Captain Frangeul, leaves Hongkong for Canton
at 9 P.M. on SUNDAYS, TUESDAYS and
THURSDAYS, returning to Hongkong the
following Days, leaving Canton at 5 P.M., taking
Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN,"
Captain Noel, leaves Hongkong on MON-
DAY, WEDNESDAYS and FRIDAYS, at
the usual hour.
These Two Magnificent and Up-to-Date
Steamers, are lighted with Electricity.
The Saloon is under European Supervision.
First Class European \$8.00
Second Class European 3.00
First Class Chinese 1.50
Second Class Chinese50
Deck30
The Company's Wharf is at the end of Queen
Street, Praya West.
For further Particulars, apply to
J. LANDOLT, Agent,
THE PHARMACY, Queen's Road Central.
Hongkong, 23rd March, 1904. [222]

STEAM TO CANTON.
THE New Twin Screw Steamers
Tons Captain
"KWONG CHOW" 1,300 J. P. MARTIN.
"KWONG TUNG" 1,238 H. W. WALKER.
Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).
Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.
Passage Fare—Single Journey \$4
Meals (Each) 1
The Company's Wharf is a Short Distance
West of the Harbour Master's Office.
SHU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West,
Hongkong, 17th February, 1904. [11]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND
CALCUTTA.
THE Company's Steamship
"KUMSANG"
Captain Buller, will be despatched as above
on WEDNESDAY, the 13th inst., at 3 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 6th April, 1904. [477]

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL.
(With Liberty to call at PHILIPPINE PORTS).
PROPOSED SAILINGS FROM HONGKONG
1904
"SHIMOSA"
For Freight and further information apply
to
DODWELL & Co., LIMITED,
Agents.
Hongkong, 4th April, 1904.

DIABETIC

Patients will hear of
something to their ad-
vantage, by writing to
the Diabetic Institute,
St. Dunstan's Hill, Lon-
don, E.C.

NOTHING TO PAY.

[474]

FOR A SHORT TIME ONLY.
Consult.....PROF. J. ZANCIG.....Consult.
America's Leading Hypnotist and Psychic.
WATERLOO HOTEL,
ICE HOUSE STREET, HONGKONG.
FOR A FULL COMPLETE LIFE
READING.
SEE PROF. ZANCIG, he will advise you
on all affairs in life regarding your
Health, Business, Law suits, Marriage, Divorce,
etc., etc.
PRIVATE SITTINGS FOR
LADIES \$3 GENTLEMEN..... \$5
Satisfaction Guaranteed. No Questions Asked.
Office hours from 2 to 6 P.M.
TO THOSE INTERESTED IN
Hypnotism, Clairvoyance and Magnetic
Healing, I will say that I can teach you the
above Branches in Three Lessons.
BY HYPNOTIC SUGGESTION
You will be able to Develop Memory, cure
all Nervous Diseases, Dependancy, Melan-
choly, and Bad Habits.
CALL AND SEE ME. NO CURE NO PAY.
Hongkong, 9th April, 1904. [490]

POSITION WANTED.

YOUNG ENGLISHMAN,
at present in Japan,
is desirous of obtaining a position in a Mercan-
tile Firm in Hongkong.
Advertiser has had considerable experience in
SHIPPING, GENERAL OFFICE WORK,
AND
COMMERCIAL CORRESPONDENCE.
Can furnish good references.
Apply, in first instance, to
"G."
Hongkong, 28th March, 1904. [438]

THE CHINA & JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.

PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of
more than average length.

ELECTRIC SUPPLIES OF EVERY DES-
cription in STOCK.
INCLUDING—

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES,
TELEPHONES,
WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical
work.

Trained Mechanicians sent to Out-Ports to fit
up Installations if required.

NOTE ADDRESS—1, ICE HOUSE ROAD.

For full Particulars, &c., Apply to

W. STUART HARRISON,

A.M. 1892, C.E.I.

Manager

Hongkong, 2nd April, 1904

R.A.O.B.
KING EDWARD VII LODGE No. 910.
(GRAND LODGE OF ENGLAND).

THE Members of the above order are ter-
minating their DANCE SEASON by
Holding a Ball in the CITY HALL on the
14th APRIL. Tickets \$5.00 each. Gentlemen
requiring tickets are requested to obtain them
early, as they are limited, and can be had from
Mr. J. H. OXBERRY, Hongkong Hotel, and
Mr. J. J. BLAKE, Hon. Secretary R.A.O.B.
Club.
Hongkong, 26th March, 1904. [427]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS,
AND GENERAL COMMISSION
AGENTS,
16, DES Vœux ROAD CENTRAL,
HONGKONG,
SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM
and
A. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 15th December, 1903. [E]

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.
EASTMAN'S
KODAKS AND FILMS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.
40, QUEEN'S ROAD,
Watson's Building.
501

A CHINESE NEW YEAR HOLIDAY
IN SOUTH CHINA.

BY J. WOODBERRY.

(Concluded from Saturday.)

An old college friend, pointer in hand, con-
ducted us on an imaginary journey over the
occupied territory in that distant province; a
large map of Kwangsi, on the wall, serving as
the field-glass, through which we took a bird's
eye view. We well remember the appeal in
our Missionary Training Institute in New
York City, ten years ago, for volunteers for the
then unopened province of Kwangsi, and the
response of a little band of young men, who
undertook to break up the fallowground. We
have followed their changing fortunes year by
year, with many others who have joined them,
passing, en route, through Shanghai. And we
are indeed thankful to have seen what has been
accomplished. Flowers of Grace are already
blossoming in this virgin soil, and bright
prospects of fruitage abound; while our friends
are steadily pushing lines of stations to the
west, and north to Changsha, Hunan. From
this centre an entrance is also planned into
Annam and workers are on the spot. We
realized that our old classmates were perform-
ing "exploits" of which the "Blackflags" and
rebels little dream. Saul may slay his thou-
sands, but David will slay his tens of thousands,
as the years go by. Across the river, on the
hilltop, rests the body of Mr. Clarence Reeves
of California, our first Alliance Superintendent
in South China, who came with his young
bride to be pioneers in that neglected vineyard.
From the Home, we look down upon the city
of Wuchow at night time, and see the lights
shining up through the mists of the river, and
imagine we are above the sky! Visiting the
Wuchow schools and chapel, and meeting
some of the other missionaries at the Sunday
service held in the Home, gave us a new
interest in this city, which will make rapid
progress in commerce and civilization and
the Gospel, as the way opens more and
more. Our return trip on the stern-
wheeler Nanning to Canton was a new
chapter of delights. We saw the places we
had missed by night coming up the river, and
our thoughts kept in harmony with "the rain-
bow of the spray," dissolving mists about the
great throbbing wheels, and the music of the
waves. We reached Canton all too soon; and
how shall I describe this city of wonders to the
tourist who visits it for the first time? Perhaps
the most typical Chinese city in the empire.
Of the entrance to Canton, through the mazes
of the Delta of the Pearl and West rivers, I
despair of writing. It was sailing through a
perfect network of canals, through tropical
gardens dotting the bottom of the waters every-

where; past forts and pagodas; winding in and
out of channels bordered with mulberry,
banana and banyan groves; miles of shipping,
and streams of people—quaint, picturesque,
bustling, a never-to-be-forgotten vision of Far
Cathay. Inside the city, we were entertained
in the house where the first missionary to
China, Robert Morrison, is said to have died,
by a little mission band well-known and loved
in Canton, just across from the artificial island
of Shameen with its beautiful foreign consulates
and residences, shaded by banyan trees. A
missionary reception, the same day, to which
we were invited, gave us an opportunity to
meet personally nearly the whole missionary
body, and to be made acquainted with much of
interest. Mr. Burkhall, the genial and popular
agent of the B. and F. Bible Society, volunteer-
ed to act as guide to a party of ten mis-
sionaries, visiting and resident, and arranged a
delightful outing to enable us to "do" this
time-honoured city. Starting from the Victoria
Hotel, on Shameen, with chairs and native
guide, we visited successively and successfully
many places of note; most interesting of which,
perhaps, were the Works for Knives and feather
ornaments, silk factory, Flowery Pagoda, ivo y
and rice-paper-painting shops; Temple of
Longevity and Gardens; Examination Hall;
Temples of Horrors, of 500 Genii, and of
Confucius; Water Clock; Swatow Guild
Hall; City of the Dead; lacquer work and
tea shops; old English Hospital; ancient
Arabian mosque; Temple of Mercy; and
native Cantonese Hospital. Dinner was eaten
in the upper storey of the Five-Storey Pagoda
at the north summit of the city wall, whence a
complete view of the city, far below, was ob-
tained. The Nam-hoi Prison, and Leper Set-
tlement were omitted for lack of time and
strength. Much that we desired to see was
"indefinitely postponed"; "the spirit was will-
ing but the flesh was weak." A morning walk
around Shameen, an oval island, a half mile
by 300 feet, brought us face to face with our U. S.
Monitor Monterey, and U. S. S. Callao.
Captain Osterhouse gave us the evening for a
magic lantern exhibition on board the Mon-
terey, and invited the men of the Callao to join.
The same entertainment was greatly appreci-
ated by a large audience of Chinese, later. We
were invited by Dr. Simmons and Rev. Mr.
Green to visit them and we were genuinely
pleased with the appearance and account of
their large and successful work under the
Baptist Board. Indeed all the work in South
China commended itself. Next, on to Macao,
the Monte Carlo of the East, where we had
our first glimpse of a Portuguese Settlement.
We were entertained by our friends Mr. and
Mrs. Todd and Mr. and Mrs. Munroe, recently
arrived from the U. S. and the only ones en-
gaged in aggressive missionary work among the
Chinese; the beautiful singing and playing of
the latter, and the earnest efforts of all, are
being richly crowned with success. Their
home is crowded nightly with interested
listeners. We were privileged to give two
lantern exhibitions with marked success. Mr.
and Mrs. Todd escorted us over Macao and
pointed out the interesting localities. Robert
Morrison's Memorial Chapel and grave, also
the stone fountain in which he baptized his
first convert; and the Christian College, soon
to be transferred to Canton, in which some of
our personal friends in New York are in-
terested. A fine work is being done. Nature
has been lavish of her charms in this
southern summer resort. From the Bella
Vista, or Praia Grande, we get a view of the
bay compared to that of Naples. The Govern-
or's Palace, and "Flora," the summer palace,
the military Hospital, Old Lighthouse and
forts with many Cathedrals, and the Façade of
the ruins of San Paulo, standing out promi-
nently among the tastily colored houses,
blue, green, buff, salmon and terra cotta. The
sea breezes are always fresh, and cool, and
gardens and walks abound. The Grotto and
bust of the Poet Camões in Gardens of the
same name adjoin the Morrison Memorial
Chapel and little cemetery, and are well worth
a visit. We had also a charming long ride to
the Chinsan Gardens, and Public Gardens, and
felt richly repaid. The moral destitution of
the people seemed in sad contrast. On Sunday
we witnessed a "Carnival of Venice" on the
streets, and were told that this ribald assem-
bly were soon to bring out an image of our Lord
and carry it in procession. So many buildings
were advertising vice, it seemed as if only
contamination could result to the entire city,
which was medieval and fast falling into a
place noted chiefly for immoral pleasure. Mrs.
Todd has under earnest consideration the
establishment of a Refuge, similar to the one in
Shanghai under the management of Miss Bon-
nell, in which all the citizens take so much
interest. The business of Macao, once flourish-
ing, is fast being absorbed by her rival
Hongkong, whither we went after a Sabbath in
which we worshipped with the foreign residents
of Macao, other than Portuguese, in the Mor-
rison Chapel and felt very much at home
although among strangers. We reached
Hongkong on the eve of China's New Year,
and could imagine the Japanese were bom-
barding Port Arthur. News of war had
reached us in Wuchow, and been confirmed
in Canton. Our minds were filled with the
subject, and the yards of bursting crackers and
fireworks everywhere seemed in unison with
our thoughts. For 48 hours the bombardment
of Hongkong (?) continued, and sleep fled
from all eyes. A fancy Vanity Fair was held
on the streets, and the whole city seemed out
for a holiday. It was indeed a relief to
find hospitality at Dr. Hagar's pleasant home,
of the American Board. The first night we lost
our way in the reign of confusion on Queen's
Road, and adjacent streets, and searched
in vain for Ladder street, and our temporary
home. Near midnight a fellow mortal, "like-
wise belated, led us safely home! A few days
were spent in enthusiastic meetings on shore
and in the harbour. Many ships were visited
and the Commander of the Ocean, on which
were so many of our Welsh friends, granted
permission for an evening on board with magi-

lans at which, perhaps, 500 of the crew of
800 were present. We were often at the Hong-
kong Institute, under the able management of
Mr. and Mrs. Mullins, and I need not say were
more than pleased with all we saw. It is a
roomy, well located place, and hundreds of
service men patronize it with gratitude. Rev.
Mr. Bridie, the Wesleyan Chaplain General to
the Fleet, is much interested in the welfare of
the men in port, and in the Institute work.
His chapel on shore was being enlarged, ac-
commodation being quite inadequate. Dinners
and teas and services with the many in all their
meeting places, gave us a complete outline, so
to speak, of sailor work in Hongkong. Certain
localities are almost entirely given up to the
army and navy men, and we noted with plea-
sure the spacious buildings and healthful and
beautiful gardens and surroundings. It was
quite ideal. The Hospital building and simi-
lar institutions were the best. But the ter-
raced streets were the most wonderful of all,
as we viewed them above our head. A trip
to the Peak, and Happy Valley, and Public
Gardens, and water reservoirs high up on the
hills was extremely interesting, and we ap-
preciated our visit to Hongkong even more
than we anticipated. The King Alfred, was
waiting in the harbour to carry 1000 men back
to Merry England. We bade many of them,
and other friends a good bye at Fairley, a
favourite meeting-place for Thursdays and Sun-
day nights, and sailed homeward on the Ocean
infinitely the richer in knowledge and happy
memories, for our three weeks' holiday. We
hope to express our thanks and appreciation of
many kindnesses shown us in the South
through this letter, for the insertion of which
we are grateful to the Editor of the Shanghai
Mercury.

ACCIDENT IN AN ENGLISH
COAL PIT.

While working in a Hanley coal pit some
years ago John Henshall lost an eye from a
spark at the pick-end. The injury set up
inflammation, which compelled the doctors to
remove the eye. Finding his occupation as a
miner gone, he has since worked as a gar-
dener and at odd work. He is a most respect-
able and intelligent man, the victim of repeated
misfortunes.



Mr. John Henshall.

Victim of an accident at Hanley.

"I am getting on in years," he said—"nearly
sixty-eight—and since I lost my eye I have
done no work in the pits. That is, however,
not the only trouble I have had. For two years
I was laid up with an attack of liver complaint,
which caused acute indigestion. I also suffered
from nervous debility. I had agonising pains
in the head, and was subject to feelings of
giddiness. I was hardly able to eat, and got
into a very weak, low, and depressed state of
health. Indeed, I used to feel at times like a
man out of his mind, and but for Dr. Williams'
pink pills I don't know what would have
become of me.

"To see if I could get any benefit," said Mr.
Henshall, continuing his story, "I went to
Rhyll, and spent three weeks at one of the con-
valescent homes there. But I got no better;
in fact, while I was at Rhyll I thought my end
was approaching, and feeling that I should
rather die at home, I came back to Stafford-
shire. I still suffered on my return, and for a
time I became an out-patient at the North
Staffordshire Infirmary. It was Dr. Williams'
pink pills for pale people that eventually cured
me."

"How came you to take them?"
"Why, my son came from the North of
England to visit me, and to see if the change
would do me any good I went back with him
to his home. My son was at that time taking
Dr. Williams' pink pills for pale people, and he
gave me some to try. I took the greater part
of a bottle and in a fortnight they made a new
man of me. I was able to go to work."

"And how is your health to-day?" was the
next question.
"Oh, I am much better," replied Mr. Hen-
shall, "I have a better appetite, my nerves are
stronger, and I seem to have more vigour in
me. Considering my age, I am feeling very
fit indeed."

Mr. Henshall, asked if he had any objection
to his story being published, said: "I have
only told you what is true, and there can be no
objection to that being published."

The experience of Mr. Henshall is that of
many who have suffered from diseases arising
from poor blood and shattered nerves—
anemia, bile, consumption, eczema, headache,
indigestion, kidney diseases, rheumatism,
scrofula. Dr. Williams' pink pills have cured
these and other diseases in countless cases.
Women especially help in those characteris-
tic troubles which they do not talk about.
The pills are not a cure-all. They cure by
action on the blood and on the nerves, curing
fits, paralysis, locomotor ataxy, St. Vitus'
dance, neuralgia. Only the genuine pills,
bearing Dr. Williams' name, cure. Substitutes
never cure. Genuine pills post free from
Williams' Medicine Company, Holborn-viaduct,
London, for two shillings and ninepence; but
can be had at all medicine shops if you take
care to get the right ones, which did so much
good to this victim of Accident and Misfortune.

Intimations.



WATSON'S TOILET PREPARATIONS

WATSON'S GLYCERINE AND CAR-

BOLIC SOAPS effect a saving of 50%,

owing to the large size of the tablets. They are made of the purest ingredients and are elegantly put up. Our Carbolie Dog Soap is the best thing of its kind in the market.

WATSON'S TAI YEUK FONG HAIR

WASH prepared from a recipe of the late Dr. Ayres, continues to give much satisfaction to those who use it.

WATSON'S ORIENTAL DENTI-

FRICE. In the early days of the Colony the public used no other. Liquid dentifrices do not keep the teeth white and clean. We recommend the above preparation to all, and especially to those who are heavy smokers.

A. S. WATSON & Co., LIMITED.

THE HONGKONG DISPENSARY.

MANUFACTURING CHEMISTS.

ESTABLISHED 1841.

Hongkong, 26th March, 1904.

TELEPHONE NO. 254.
CABLE ADDRESS: "ACHEE," HONGKONG
A. B. C. CODE, 17th EDITION.

ESTABLISHED 1859.

A CHEE & CO.,

祥利廣

17, QUEEN'S ROAD.

FURNITURE DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS.
COUNTERPANES.
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th January, 1904.

CYPRIDOL CAPSULES.

THE MODERN REMEDY for CON-
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Doctors recommend them.

BOTTLES of 50 Capsules...\$1.75 each

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QUEEN'S ROAD CENTRAL, HONGKONG.

A. STEVENSON,

Registered by the Pharmaceutical Society,
Hongkong, and April, 1904.

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Ordinary business communications should be addressed
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the world is 30 cents per quarter.

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five cents.

BIRTH.

On the 5th of April, 1904, at 13, Woosung
Road, the wife of JOHN DEWAR, of a daughter.

MARRIAGE.

On Easter Tuesday, the 5th of April, 1904, at
Hanchow, in the Church Missionary Society's
Chapel, Arthur Christopher, youngest son of
George Evans Moule, D.D., Bishop of Mid-
China, to Mabel Bennett, younger daughter of
the late John Wollaston, Solicitor.

DEATH.

April 10th, on board the *Hygia*, WILLIAM
FRANK BAMESE, Manager, Kowloon Gas
Works, aged 32.

The Hongkong Telegraph

HONGKONG, MONDAY, APRIL 11, 1904.

THE KOWLOON FIRE.

That it is the fate of most large buildings to be threatened sooner or later with demolition by fire, does not lessen the apparent unexpectedness of the calamity when it happens, and does not mitigate the misfortune of the occurrence. The burnings of warehouses, and more especially of such great ones as those owned by the Hongkong and Kowloon Wharf and Godown Company, would affect the public more nearly and more directly than would the destruction by fire of large shops or houses. Goods of all sorts and sizes, just arrived from home and awaiting removal, are temporarily stored in the premises owned by this company. In some instances, the cargoes are uninsured, so that, apart from the loss occasioned by their destruction, there is also the further damage arising out of the delay necessitated in obtaining a fresh supply from home. Hence it is that, when the news began to spread early yesterday afternoon that the Kowloon Godowns were ablaze, there was at once a widespread feeling of a great public loss sustained. Explosion followed explosion, and dense clouds of yellow smoke could be observed rising above the prominent buildings on the water's edge. Their total destruction seemed imminent and when inquiries were instituted this morning it was, indeed, satisfactory to learn that the total loss to the company will approach to nowhere near the sum people generally imagined. Although, as yet it is impossible to arrive at actual figures, we are given to understand that, having regard to the fact that most of the goods were not of a valuable character and insurance had been effected in many instances, the total loss cannot be very serious. A little over a lakh and a third of dollars is a liberal estimate. Of course, we cannot dissociate ourselves from the fact that, had it not been for the help rendered by the naval and military authorities, the damage would have been enormous, and it seems equally impossible to deny that some of the criticisms heard in reference to the fire-extinguishing appliances at Kowloon generally were well founded, although it is just to admit also that much is being done to improve the efficiency of the Brigade. That the inhabitants of the peninsula should have to rely upon the assistance, always so readily and earnestly given, from warships and barracks, is certainly a reproach to the civil authorities, and we join with others in asserting that no short-sighted views of economy should be allowed to stand in the way of ample and thoroughly up-to-date appliances being provided. There is in Kowloon much valuable property in which a fire may break out, and the conflagration of yesterday must necessarily produce a feeling of the most serious apprehension in the public mind. Fortunately, the burning of the godowns happened at a time when there were not many hands on the premises and when there was no work being done. Had things been otherwise, a roll of dead and injured might have been recorded, and inquiries would undoubtedly have been made into the circumstances of the fatality, the efficiency or otherwise of the fire appliances provided by the Government being one of the uppermost questions to engage the attention of the

LOCAL AND GENERAL.

THE English mail of the 12th March was delivered in London on the 8th instant.

THERE is a shortage of fuel at Harbin, and several trains conveying troops are snowed up.

THE conclusion of the interesting article on a holiday tour in South China is printed on the third page.

A COOLIE, working at the new disinfection station at Kowloon, contracted plague, and died at noon yesterday.

THE death is announced of M. Jules Garner, the French geologist, the discoverer of Garnierite in New Caledonia.

THE *Daily Express* states that the signal book which was missing from H.M.S. *Prince George*, of the Channel Squadron, on arrival at Lisbon, has been found floating in a wooden box in the River Tagus.

AT Buckingham Palace Mr. Walter Hinchcock was presented by the Hon. Charlotte Knollys with the Geelong Fire Brigade's bronze medal, which was inscribed: "In appreciation of his conduct at the fire at Sandringham."

YIELDING to the pressure of public opinion, the Commissioner of Police at Johannesburg has prohibited coloured persons, including coolies, from using the sidewalks. The better class of coloured persons is exempted from this regulation.

THE Russian authorities have ordered that the arms of the Chinese troops stationed at Liaoyan, Fuchow, Hancheng, Chengde, and Tieling must bear the Russian stamp, and that their military signals must be changed as well, otherwise they would be classified with the Red Guards.

THE shipway being constructed at Sandakan by the China-Borneo Co., Ltd., continues to make good progress, and more than half its length is now completed. The building gear from home is on the spot, and the work-shops are well forward. Altogether the little bay below Fort Pryer is looking very busy.

MANY persons have applied for permission to undertake the building of the Peking Kalgan railway, but the Board of Commerce, it is said, has announced that, in accordance with an Edict issued, no permission whatever can be granted any one, but that the line will be built by the Government, and this will be carried out as soon as the necessary funds have been obtained by the Board of Revenue.

WE learn from the *Echo de Chine* that an interesting ceremony took place at the Shanghai General Hospital on the 6th inst. when, in the presence of the whole of the personnel of the institution, M. Ratard, Consul-General for France, presented Dr. Macleod and Dr. Marshall with the Annuaire Order of the Dragon, in recognition of their services to the wounded during the last French occupation.

THE new Board of Commerce having decided to organize an industrial school in Peking, with regulations already completed, accordingly on the 26th ult. sent out some men who are well versed in chemistry in Japan for the purpose of purchasing the necessary apparatus and studying the regulations of the Japanese commercial schools, and, on the following day, the regulations dealing with the organization were submitted to the Throne.

THE P. and O. *Manila* due at Singapore on the 6th inst. brought a draft of 350 strong for the 6th inst. Regt from its 1st Battalion at Almerhot. It is understood that this will bring the battalion to its normal strength of 1013, for there were about 115 of all ranks on the strength of the regiment when the *Manila* arrived. It was believed there would be some difficulty in finding proper accommodation for all the men at Tanglin, but all that will probably come right, says the *S. F. Press*, when the next batch of time-expired men leave for home.

IT is said that the experiments which were lately conducted by the Home Fleet and the submarine flotilla have had great scientific importance. The object was to discover a means of spotting submarine attacks. It is believed that the method adopted is to surround the vessel with a kind of netting, with which is associated a mechanism that will not only reveal the position of the submarine, but compel it to rise to the surface, and thus fall an easy victim to the assailed ship. These experiments, in the view of the Admiralty, may have an important effect on submarine warfare.

IT is said that the sepulchre has been discovered of Thothmes III. and his Queen Hatshepsu in the rocks near Hatshepsu's great temple at Deir-el-Bahari. Thothmes III. belonged to the XVIII. Theban Dynasty of Egypt, and, according to Burghese, lived about 1603 B.C. He was a great king, a victor in Western Asia, etc., and his exploits are recorded in his temple at Karnak. M. Mariette, the eminent French archaeologist, with whom was Professor Burghese, in 1853, excavated the XVIIIth Dynasty Tombs at Deir-el-Bahari, making important discoveries. The work was continued by M. Naville, Mr. J. Naville, Mr. J. Newberry, and others, and is now so complete that a six-volume guide to the Temple was issued in 1898. Other tombs of the Dynasty have been discovered at Amarna.

H.M. cruiser *Sirius* left for Mira Bay this morning, while the Portuguese *Admiral* proceeded to Macao.

TWO companies of the Sherwood Foresters are now in occupation of Mount Austin Barracks which have been vacant for the past five months. They took up residence there this morning.

WE regret to announce the death of Mr. William Frank Ramsey, manager of the Hongkong and China Gas Co., Kowloon, which occurred on board of the hospital ship *Hygia*. The funeral took place this afternoon.

THE R.A.O.F. are holding a dance in the City Hall on the 14th inst., and there is every promise of a most enjoyable evening being spent. The band of the Sherwood Foresters will be in attendance, dancing commencing at 9 p.m., and will be kept up until 1 a.m. Tickets, which are 15 each, entitle the holders to take lady friends.

THE following is the return of visitors to the City Hall Library and Museum for the week ending 10th April, 1904:—

	Library	Museum
Non-Chinese.....	189	44
Chinese.....	60	1,574
Total.....	249	1,618

THE French liner *Pro Patria*, which left St. Pierre Miquelon for Halifax Nova Scotia, about the beginning of last month, has not reached her destination, and it is feared has been lost with 60 passengers and crew. The *Pro Patria*, a steel screw steamer of 7,000 tons, was built by Messrs. J. Scott and Company, of Kinghorn, Fifeshire, in 1891. Her dimensions were:—length, 185 ft 5 in; beam, 27 ft 2 in; depth, 19 ft 5 in. She was owned by Messrs. Th. Clement, Y. Cecconi, and Company, of St. Pierre, Miquelon.

MEMBERS of the Royal Engineers Dramatic Club gave a very successful variety entertainment at the R. E. Theatre, Wellington Barracks on Saturday evening in the presence of a large gathering. The programme opened with a laughable sketch entitled *On the Brain*, followed with various songs given by Messrs A. T. Walston, R. Beard, S. Simmonds, and G. Burnett. A mandoline duet, by Messrs W. F. Allwork and L. G. Dunnet, was also included in the programme, and Middle Pieppo, in her famous dance, was at her best. The pleasant evening was brought to a close with a two act sketch, entitled *The Hints at The Swan*. The entertainment will be repeated to-night.

A somewhat unique case of "second childhood" is mentioned in the vernacular papers. The mother of a former named Goto Tojro, who lives at Mikazuki-mura, Sayo-gun, Hyogo prefecture, is thirty years of age, but she is said to be as strong as a woman in the "twenties," and takes an active part in the farming operations. Seven or eight years ago the old lady's teeth went the way of all teeth; but she is now cutting fresh ones and since last October four molars have taken the place of the old ones and are growing up. The vernacular papers do not say how much the old lady paid for her new teeth, so we must assume they are natural, or should we say supernatural?—*Kobe Chronicle*.

A WIRE, dated the 4th inst. and printed in the *Manila Cablenews*, states that Pope Pius X. has determined, it is said, to alter the present status of nuns. He believes, it is given out by one near to him, that it will be better for the cloistered orders if it be made easier for members thereof to leave their religious lives when they find themselves unsuited to the sequestered existence they lead. The Pope will so arrange the rules of the orders that it will be more difficult for candidates for the life of a nun to enter convents. The novitiate will be longer and more arduous, and novice will be required to prove by a long test their fitness for the veil. The object sought by Pope Pius X. is the raising of the morale of the convents, and the making more certain of the possession of a vacation by those who seek to hide themselves far away behind the sombre curtains of the convent.

WHO ARE THE JAPS?

ONE OF THE LOST TEN TRIBES.

Mr. Hugues Le Roux, in the *Paris Journal* identifies the Japanese with the ten lost tribes of Israel. Hosea, he points out, was the last king of Israel before the ten tribes were dispersed, and Hosca was the name of the military chief who started the list of 16 Japanese Emperors about the same date. The Jews, he believes, invaded Japan in the year 730 B.C. Lord Kingsborough sought to prove that Mexico was peopled by the lost tribes, and years ago it was the fate of some people in England that the English were descended from them. Others have located them in Afghanistan. Some have fancied that they were the Falashas of Abyssinia. Altogether, there seems to be quite a competition among the nations to trace relationship to these interesting derelicts. The subjects is one to which it is understood that a respected Colonial official has devoted much attentive research. In our younger days we remember a decent Scotch woman, the wife of the Minister's man, in a certain parish in the Stewartry who had likewise studied this subject not wisely but too well. She was an expert at making and selling trout flies, and great was the legend among her sporting customers when she went away in the head over the "Ten Tribes," and committed suicide.

THE FIRE

AT THE KOWLOON GODOWNS.

It is an acknowledgment that the Sunday siesta, outwre of a soothing sea, and a more generousiffin than it is usual to partake on week days, is all clear to the heart of nine tenths of British subjects. It has its appointed place in the routine of our week-end day of domestic repose and any infringement or breach of this privilege is sure to be resented by the majority. This being the case, the feelings of such of the European inhabitants of Kowloon as were suddenly awakened, by a formidable detonation from the "forty wick" they were enjoying during the early part of the balmy spring afternoon of yesterday, can be better imagined than described.

A TERRIFIC EXPLOSION.

The explosion referred to took place at about 3 p.m., and was of such a serious character that it shook all the houses on the peninsula within a quarter of a mile of the scene of the disaster—the premises of the Hongkong and Kowloon Wharf and Godown Co. A shock was felt like that of an earthquake; articles of furniture and even individuals being thrown to the ground and in several of the surrounding buildings. From the Hongkong side of the harbour the sound might have passed for a salute from a big gun, though the air wave produced was of sufficient force to shake the houses on the Praya front, and several persons who were at the Hongkong Club at the time of the disaster distinctly remarked a temporary oscillation of the building, following almost directly the sound of the explosion. It is worthy of note that evidence of the catastrophe was experienced in several homes on the Peak, in which windows were rattled and several articles of crockery broken by being thrown to the ground by the tremor.

THE FIRE.

The origin of the disaster consisted in an outbreak of fire caused, most probably, by spontaneous combustion consequent on the burning of a jar of acid in Godown 21, Chater Road. The alarm was given at about 2.30 p.m., by some coolies living close to the warehouses, and the police from the Tsimshitsui station were among the first to arrive on the scene. Help was signalled for at once to Hongkong, and the alarm was given in the different barracks in the neighbourhood, the pickets and fatigue parties turning out promptly. Landing parties came over from H.M.S. *Ta-har*, *Sirius* and *Offer*. Two steam engines and a manual from the Torpedo Depot, under the orders of Ensign Lieut. Vincent, a steam engine from Yau-mai Police Station, another belonging to the Godown Co., a manual from the Artillery Barracks and the Government fire-boat from Hongkong speedily got to work on the burning building. The *Cherub* also came from the Naval Yard, but its services were not required. The godown, which was in flames, together with the adjoining one, No. 21, were used for storing hazardous and inflammable goods, such as acids, oils, crackers, percussion caps, etc. With the object of reducing all danger of explosion to a minimum, strenuous efforts were made by the Hongkong Fire Brigade, under the orders of the assistant Superintendent of the Brigade, Mr. E. R. Hallifax and Inspector Baker, and a party of sailors under Gunner Kent to remove as much of the goods as possible from the burning warehouse. The conduct of the men was admirable, the sailors seeming to take the whole thing as a grand joke, and the "tara" bantering chaff as they passed each other, wet to the skin with water from the hoses, dabbing in and out of the burning building and trundling barrel, bale or case across the reeking road, over the swollen, hissing piping to a place of safety. They, and the firemen, never seemed to realise that each time they entered the blazing building that it was tempting Providence; though they must have known, like everybody present, that considerable quantities of explosives were stored there. Fatigue parties from the different native regiments, under the orders of Captain Macdonald, rendered valuable assistance, and an armed picket from the 14th Bombay Infantry formed the cordon round the scene of the conflagration. Commodore C. G. Dicken, R.N., and Capt. C. H. H. Moore, of H.M.S. *Sirius*, came over and directed the efforts of the Naval detachments. The dense column of yellow smoke from the burning acid that rose in the air, and the occasional tongues of red flame that, leaping up, rendered it transparent, showed up vividly against the soft background of blue spring sky, soon attracted the attention of the public in Hongkong, and very soon the Star Ferry launches were doing a thriving trade, ferrying over full loads of sightseers. Ladies and gentlemen in Sunday attire pushed their way into the crowd and undaunted by the hissing, leaking hoses, members of the fair sex, victims to their curiosity, tripped lightly through the chaos, sacrificing their airy summer attire to the irrepresable desire to get a little closer to, or see a trifle more of, the conflagration.

A CATASTROPHE.

A little after three, the salvage parties having just been withdrawn, Godown 22, now being completely enveloped in flames, a formidable detonation took place and, from the burning building, a sheet of brilliant flame, hot up fully 100 feet to the sky, and beams, bricks, tiles, empty tins, being contained percussion caps, charred fragments of cases, and minute particles of burnt paper were scattered broadcast around. The shock of the explosion was formidable: several of the firemen and sailors being thrown down, and severely shaken. These speedily recovered, but Sergeant Perkins and P. C. A. Counsell were somewhat seriously burnt by some boiling acid, and the injuries they sustained necessitated their transfer to the Government Civil Hospital. When the detonation took place a stampede was made by all the people of safety, and, owing to the volume of dense smoke which issued from the

warehouse immediately after the explosion, covering the surroundings with a fog-like pall, some confusion occurred, and rumours were current of serious loss of life. These, fortunately, proved to be incorrect and, when the cloud of vapour cleared away it was found, as aforesaid, that only two of the men who were fighting the flames had suffered real injury.

PROGRESS OF THE FLAMES.

The fire now spread to Godown 21 and, at one time, the coolie quarters of the Godown Co., facing on Macdonnell Road were threatened. The north wall of Godown 21 fell outwards and that of No. 22 was only saved from a similar fate by being shored up; heavy beams, wedged against the adjoining buildings, being placed in position to support it.

The efforts now made by the Brigade, the sailors and Indian troops, with a view to restricting the area of the conflagration were redoubled. The activity displayed by sailors was a source of admiring comment to the surrounding crowd and, in truth, the brisk manner in which they worked, manœuvring the hoses, stoking their engines as if they were driving a torpedo boat at 30 knots, was worth seeing. Jumpers were discarded; bare arms, in flannel singlets, the tarsi were here, there and everywhere. They toiled and sweated like the proverbial nigger; and, as they worked, they grinned incessantly, chaffing softly as they passed each other careering through the sloppy mess. To the onlooker it seemed as if there must be some vast farce underlying the whole business, and if only one of those men in blue would tell where the joke came in, the whole crowd would go off into a homeric peal of laughter.

At 5.30, though it looked as if the fire was well under control, a second explosion suddenly took place. It was by no means as serious as the preceding one, but it sufficed to create a panic in the crowd of spectators and a stampede took place, during which a Mrs. Wilson was knocked down and trodden upon. Though bruised, and his nether garment having been somewhat torn, this gentleman fortunately suffered no severe injuries. Many of the spectators had their hats and costumes spoiled by the descending cloud of burnt powder and wet dust which followed the explosion. At 6.30 p.m. Godowns 21 and 22 were a mass of damp, charred and smoking ruins. Though the Brigade remained and continued pumping on the simmering mass until midnight, the sailors and troops left at 7 in the evening, at which hour all danger of a revival of the conflagration was over.

Great praise is due to the Brigade and the Indian troops for the activity and untiring zeal displayed, and for their efforts which were largely instrumental in preventing an extension of the catastrophe.

We understand that the Hongkong and Kowloon Wharf and Godown Co., Ltd. have expressed their thanks to the Commodore and the Military Authorities for the timely aid so kindly accorded.

LOSS AND INSURANCE.

We are informed that it is estimated that the total loss will amount to about \$120,000. Some of this covered by the China Fire and Hongkong Fire Insurance Companies. The major portion of the goods consumed was insured with German firms in the Colony. From another source it is reported that it is probable the total loss will not exceed \$17,000.

NATIONAL CHINESE BANK.

The Hu Pu, Board of Revenue has submitted to the Throne a prospectus for the establishment of a national Chinese Bank, of which much has been heard but little has been seen. The Board of Revenue will subscribe a capital of Tls. 2,000,000, another Tls. 2,000,000 will be subscribed from the native shareholders at Tls. 100 per share. An interest of 6 per cent will be given to the paid up capital. The Bank will also be authorised by the Throne to issue paper money redeemable at any time. These notes will be accepted in payment of all duties, taxes, etc. The Head Office will be at Peking with branch offices in Tientsin, Shanghai, Hankow and Canton. In cities where there is no branch, agents shall be appointed. Chang Yong Yea has been nominated as the manager of the projected bank, with a number of others as co-managers. The plans have been sanctioned by the Throne.

SHIPPING AND MAILS.

MAILS DUE.

Canadian (*Empress of India*) 12th inst.
German (*Hamburg*) 12th inst.
Indian (*Gregory APCar*) 11th inst.
Indian (*Lalsing*) 17th inst.
French (*Polynesia*) 18th inst.
American (*Siberia*) 19th inst.
Canadian (*Tartar*) 21st inst.

The M. N. Co.'s s.s. *Polynesia* with the next French Mail left Singapore for this port to-day, at 4 p.m.

The A. A. Co.'s s.s. *Claverly* from New York left Manila on Saturday morning, and is due here on 12th inst., morning.

The Imperial German Mail s.s. *Manila* left Shanghai on Saturday, at 5 p.m., and may be expected here on 12th inst. at 6 a.m.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Shanghai at 4.30 p.m. on Saturday, and left again at 2 a.m. today for Hongkong, where she is due to arrive at 11 a.m. on 12th inst.

The H. M. S. Co.'s s.s. *Siberia* with mails, etc. from San Francisco to the Colon and Hongkong, arrived at Yokohama, and left for the port of Manila on Saturday, and left for Hongkong on 11th inst. at 11 a.m., and on 12th inst.

TELEGRAMS.

(Reuters.)

The Near East.

LONDON, 8th April.

It is reported in Salonika that eighty battalions of Redifs have been mobilized, ostensibly to suppress the Armenian revolt, but really destined for Macedonia. It is expected that the Halmidi Cavalry will also be mobilized.

German South-West Africa.

Four hundred more German troops have left Hamburg for German South-West Africa.

LATER.

The Anglo-French Agreement.

The Anglo-French Agreements have been signed.

The Anglo-French agreement in regard to Siam states that France and Great Britain recognise the respect spheres of influence established by the treaty of 1896, but explicitly guarantee the integrity of Siam and the maintenance of the status quo.

The War.

The Naval reserves at Sebastopol have been mobilized partly to reinforce the crews at Port Arthur and Vladivostok and partly for the Baltic fleet.

Reuters's correspondent at St. Petersburg wires that General Kuronatin has decided to make Feng Huang Cheng the first line of defence proper, although he intends engaging the Japanese as soon as they cross the Yalu. A strong force is entrenched at Hai Ching to block the Japanese advance if they land at the head of the Liaotung Gulf.

The London War Fund.

The Consul General for Japan has forwarded £15,000, the first instalment of the London fund for Japanese Widows and Orphans.

Turkey and Bulgaria.

9th April.

The Turco-Bulgarian agreement has been signed after prolonged negotiations which at one time threatened to result in a rupture of relations.

WHAT IS "POSSESSION"?

An opium case which turned on the meaning of the word "possession" has just been decided in the Police Court at Peking. Eleven Chinese were caught at the house of another Chinaman sitting round a table on which were pipes and chandu not bought from the farmer. Some of them were smoking. The owner was charged with selling the illicit chandu to the eleven, and the latter with buying it from him. It was contended that those who did not smoke abetted the offence. Those who did not smoke were found to be technically in "possession" of the chandu. The taking of even one whiff from the pipe established "possession." The defendants were convicted.

AMERICAN DESTROYER FLOTILLA.

The American destroyer flotilla the *Chauncey*, Com. Moser, the *Dale*, Com. Cone, the *Bainbridge*, Com. Wilcox, the *Barry*, Com. Irwin, and the *Deatur*, Com. Chandler, escorted by the converted cruiser *Buffalo* arrived at Singapore on 3rd inst. on their way to Manila, says the *S. F. Press*.

The Squadron is under the command of Commander W. H. Everett of the *Buffalo*, and this vessel left New York on Dec 17, going to Key West where the destroyers had rendezvoused. Key West was left on Dec 23, and the vessel crossed the Atlantic and came out via the Canal, having necessarily to call at nearly all the ports on the route for coal. The tiny vessels, however, behaved well and the officers have nothing eventful to report. The flotilla will coal here and as this will take some time, the destroyers have a crew of 70 each and the *Buffalo* carries 626 officers and men.

THE "BUFFALO."

The "Buffalo" is one of the vessels converted into cruisers during the Spanish-American War, subsequently retained in the U.S. Navy. She is an unarmoured steel-hulled vessel of 688 tons displacement, 38 ft. length, 18 ft. beam, and 22 ft. draught. She is single screw and her engines which develop 3,600 horse power, drive her at the rate of a little over 14 knots an hour. Her coal capacity is 300 tons. The vessel mounts two 5-in. Q.F., four 4-in. Q.F., six 6-pr and several machine guns.

THE DESTROYERS.

The destroyers are all vessels of the same class being of 335 tons displacement, 24 ft. length, 23 ft. beam, and 6 ft. draught, and 28 knots speed, with a bunker capacity of 130 tons. They are larger than any destroyers in the British Navy, being 20 tons more than our largest destroyer, the *Eden*. Notwithstanding their greater length, lesser draught, and enormous horse power, great difficulty was experienced in getting the contract speed out of them. They have very high bows and more free-board which adds to their seaworthiness, but makes them larger targets for the enemy's guns.

The squadron left Key West on Nov. 1st, and owing to their limited coal supply had to take a very circuitous course, and by the time they reach Manila, will have accomplished a journey of 16,000 miles.—*S. F. Press*.

THE WAR.

The *N. C. D. News* of 7th inst. prints the following telegram:—

SURVEYING THE SITUATION AT TOKIO.

Tokio, 6th April.

A critical exposition took place this forenoon before the Throne, of the recent naval operations.

The members of the Imperial headquarters staff attended including the Crown Prince and Prince Arisugawa.

JAPAN'S CREDIT IN COREA.

Tokio, 6th April.

Marquis Ito reported that the Japanese military notes are circulating satisfactorily in North Korea.

THE BLOCKING OF PORT ARTHUR.

Tokio, 6th April.

It is believed that the steamers used in the latest attempt to block the entrance to Port Arthur are sunk sufficiently deep to make their breaking up and removal a work of difficulty.

FROM NEWCHWANG.

The U. S. gunboat *Helena* arrived here yesterday from Newchwang, says the *N. C. D. News* of the 7th inst. She left Newchwang on the morning of the 3rd inst., after a stay there of five months, and those on board say that they have had a very good time during their sojourn there. Everything was quiet in Newchwang when the *Helena* left and there were seventeen vessels in port. H. M. S. *Ephele* was to come out of dock on the following day and would probably also take her departure, it being thought best by the commanders of the two men-of-war to leave and let the Russians and Japanese fight out their struggle for supremacy. All women and children had been advised to leave, and the railway officials were ready to depart at very short notice. The only other man-of-war in harbour was the Russian gunboat *Sivuchik* (950 tons displacement and 1,125 indicated horse-power) which was expected to come out of dock on the 4th inst. and was to be used as a floating battery.

In the opinion of our informant it was very improbable that Newchwang could withstand any serious attack. Mines were to be laid in the harbour and a new fort was in course of erection on the east bank of the river about two miles above Newchwang and opposite the railway terminus. With this exception there is only the old fort, with no larger guns than 5-inch, and there has been little or no target practice, the guns having been fired once only in the last few months. A couple of Japanese gunboats could easily demolish both forts. There were about 10,000 troops in Newchwang and the vicinity, and it was reported that there were 400 Russian troops south of Moukden, but the latter number is thought to be greatly exaggerated. The railway as far as Tashichiao junction was practically under the absolute control of the Russians, who had officials aboard every train and at every station. It was expected that the port would be attacked by the Japanese immediately the ice broke up, and the Russian General in command of the forces south of Moukden, who was in Newchwang, was of the same opinion. News from Peking, however, was to the effect that the Japanese were not at all likely to make an attack upon Newchwang for some time yet.

Martial law was proclaimed, but the British and U.S. Consuls refused to accept the mandate until they had communicated with their respective governments. The houses of certain officials of the Imperial Chinese Railways were searched, including that of Mr. A. G. Cox, and the traffic manager and two district engineers were placed under arrest.

The str. *Furman*, which had been chartered from the Taku Tug and Lighter Company by Mr. Washburn, of the *Chicago Daily News*, arrived at Newchwang with war-correspondents on board, and two Japanese servants. On account of the presence of the Japanese on board, the vessel was seized and those on board placed under arrest. The two Japanese were imprisoned, but the war-correspondents released upon Mr. H. B. Miller, U.S. Consul, guaranteeing them. An attempt was made in Shanghai to insure the *Furman* against war risks, but the rates here were too high for acceptance.

Under martial law, all those at present resident in Newchwang are confined to the limits of the town, and it is expected the boundaries will shortly be considerably decreased. As is the case at Chemulpo, so also at Newchwang, many war correspondents are practically shut up, with no chance of accompanying the troops to the front. War correspondents on the Russian side are evidently suffering similar restrictions to those who intended to accompany the Japanese army. The harbour of Newchwang is entirely without guides to navigation, the lightship having been removed, but with a pilot on board the *Helena* had no difficulty in leaving harbour.

The telegraph office at Newchwang was open for the use of all and sundry, but it was thought that certain restrictions would shortly be imposed. Money was extremely scarce in Newchwang, and when the order was issued that all vessels leaving with cargo must deposit with the Russo-Chinese Bank an amount equal to the value of the cargo, the difficulty arose that the scarcity of money made such a course impossible. Then it was announced that drafts on Shanghai would be accepted, but the order was eventually minimised to the requirement of a guarantee that any such vessel leaving the port with cargo would not discharge her cargo at any Japanese port.

Last, but not least, there is no truth in the rumour, current some weeks ago, that the *Helena* had been damaged by the blowing up of a Russian gunboat at Newchwang. No such thing occurred and the *Helena* is now in just as whole and good condition as when she left here last year.

CHINA COMMERCIAL CO., LTD.

ACTION IN COURT.

A claim, brought by Mr. C. Ewins, solicitor, as trustee for the China Commercial Co., Ltd., against Cheung Kam Ting, comrade of 17, Wellington Street, was settled in the Supreme Court this morning before the Chief Justice, Sir W. M. Gordon. The action was commenced some time since to recover the sum of \$50,825, balance due in respect of money lent and interest thereon secured under a mortgage whereby defendant covenanted to repay to plaintiff, as trustee, the principal sum of \$70,000 with interest at 7 per cent. per annum from the 30th October, 1902. Alternatively plaintiff claimed \$50,000 and also interest on the \$5,825.

Mr. E. H. Sharp, K.C., appeared for plaintiff, and the Hon. H. E. Pollock, K.C., represented the defendant.

It was explained that the only question outstanding related to costs, and after a brief argument, his Lordship formally entered judgment for plaintiff with costs of and incidental to an amended writ together with costs of the day, including Counsel's fees. All previous orders as to costs were ordered to stand, while the \$5,000 paid into the Court in the action were directed to be paid out, and judgment drawn up.

A CROWN LEASE DISPUTE.

CLAIM FOR \$94,382.04.

Following the above case his Lordship commenced the hearing of an action brought by Cheung Kam Tin alias Cheung Yung against Mr. C. Ewins, solicitor, of 36 Queen's Road Central, to recover the sum of \$94,382.04 damages, with costs, and interest from the 30th October, 1901, in respect of the purchase of land at K. Woon.

The Hon. H. E. Pollock, K.C., instructed by Mr. G. K. Hall Brutton, appeared for the plaintiff and Mr. E. H. Sharp, K.C., instructed by Mr. R. Harding, acting on a power of attorney for Mr. J. S. Harston (Messrs. Ewins and Harston), represented the defendants.

According to the statement of claim, in 1901, plaintiff employed the defendant as his solicitor in connection with the negotiations for the purchase of certain land at Kowloon. In the course of these negotiations defendant was informed that the area of the lot was about 2,300,000 square feet from which certain deductions would be made for public roads, after which an area of about 1,800,000 square feet would remain. The price was ultimately arranged at 3½ cents per square foot, and in April of 1901, when plaintiffs called on defendant for the purpose of signing the agreement he was informed for the first time that the land was held under a Crown lease for 15 years only, and that it would expire in a few years. He accordingly refused to sign the agreement for purchase, but on defendant representing that the Government would grant a Crown lease for 75 years, the document was signed, plaintiff paying \$7,000 by way of deposit. Such representations, plaintiff alleged, were, in fact, untrue inasmuch as at the time of the agreement the Government had come to an arrangement with the Hon. Wei Yuk, the Crown lessee of Farm Lot No. 13, that they would grant him eight leases for 75 years of eight small plots of land covering a total area of 10,472 sq. ft. Plaintiff paid over a further sum of \$12,000 leaving the balance of \$70,000 to be secured by a mortgage of the property. He applied for an extension of the lease for 75 years, but the Government refused to grant it.

In defence, it was alleged that the negotiations leading to the agreement were conducted through brokers and defendant never saw plaintiff in the matter until he called at his (defendant's) office for the purpose of signing the agreement. On that occasion plaintiff was informed that as he (defendant) was interested in the sale he could not advise him, and that the land was held under lease to Wei Yuk.

The Hon. Pollock explained that, broadly, on the pleadings, two or three important issues arose. The first, and the main point, was whether defendant was acting as solicitor to the plaintiff, and the second was the question of the basis on which the purchase was made, whether, as defendant alleged, in a lump sum, or, as plaintiff contended, at so much per foot. The third issue was that defendant did not clearly explain to plaintiff that the Government would grant a Crown lease to Wei Yuk, of land amounting to 20,000 sq. ft. in area, and that as regards the residue they would only grant a Crown lease for the residue of a term of 15 years, which expires in 1907. Plaintiff alleged that it was incumbent upon defendant to explain that clearly, and he failed to do. Counsel addressed the Court at great length on the facts and law regarding the action, and the case had not concluded when we went to press.

KOWLOON DOCK CRICKETERS.

Nothing much has been recorded of the doings of cricketers from the Kowloon Dock establishment, but we are pleased to learn that the employees have, judging from results so far this season, got together a formidable team of willow-wielders. Three matches played have ended in three wins, the Royal Artillery having been beaten by a run, the Craigengower by 98, and the Civil Service C. C. by 54. This last victory was secured on Saturday, when Capt. T. L. Cross took an eleven to Happy Valley, and piled up 95 (Lightfoot, not out 45, T. L. Cross, 14, and J. Parkes, 11), against the C. S. C. C. 44. C. Horton took most of the wickets, which more than compensated his team for the "duck" he contributed to the score sheet. C. and P. Hastings and Milne were similar defaulters; but their team won. Let us hope we may hear of further achievements from across the harbour, in the way of athletic and aquatic sports, and so on. Goodness knows, there are enough men from whom to select, and now that work is slackening, a little more time for practice.—*Contributed*.

MR. W. NOYES MOREHOUSE'S RETIREMENT.

FROM THE LAPPA COMMISSIONERSHIP.

Amongst the gentlemen who have held the commission of the Chinese Imperial Maritime Customs station at Lappa, Macao, it can fairly be claimed for Mr. W. Noyes Morehouse that few if any, of his predecessors retire from the station with more genuine feeling of regret on the part of the Customs' staff and the Portuguese community of Macao than does Mr. Morehouse who took his departure from the neighbouring colony this morning. During the three years he held office following the promotion of Mr. Carl, Mr. Morehouse has been generally popular with the staff of his subordinates, while with the civil community and the Portuguese authorities his popularity was equal to that of his predecessor Mr. Omer who, like the retiring commissioner, was held in high esteem by the citizens of the Holy City. As a hostess, Mrs. Morehouse, did much to increase the popularity of her husband. In many ways, did she identify herself with the social circles of Macao and entered with much spirit in the promotion of both public and private entertainments of which she was a distinguished exponent whom Macao will surely miss. In the recent charity bazaar got up for the benefit of the Convent, Mrs. Morehouse took a leading part and organized the German Christmas tree which was such a prominent feature of the successful fete during the Christmas week.

Mr. Morehouse left Macao by the H. C. & M. Steamboat Co.'s steamer *Heungshan* this morning. On his and his wife's departure a large number of friends and acquaintances went on board the river boat to bid them "Good-bye." There were also the members of the Customs' staff present to testify to the esteem in which their chief was held by them. The revenue launches of the Imperial Maritime Customs stationed in the inner harbour made quite an unwonted demonstration. As the *Heungshan* steered from the wharf, steam was got up in the small craft whose shrill blasts were blown as a token of God-speed to their departing chief. The largest boat, the *Kwan Ting*, followed the *Heungshan* until well out in the roadstead, sounding three blasts as a parting wish when the steamer ploughed her way past the Macao lighthouse. The crew of the little vessel were all drawn up on deck before her bow crossed the trail of the river steamer, in the direction of Malacochow.

We understand Mr. and Mrs. Morehouse are proceeding to Italy, and after the year's urlough to which the Commissioner is entitled he will retire from active service.

COTTON IN NORTH BORNEO.

Replying to Mr. Weir in the House of Commons, Mr. Lytton said:—The Company that is growing cotton in North Borneo, but that favourable reports on samples of native cotton have been received. The company consider that the soil and climate of North Borneo are well suited for the cultivation of cotton, and they state that plenty of cheap labour is available, and that the directors are willing to do all in their power to encourage its growth. For further particulars I must refer the hon. member to the company.

COMMERCIAL.

SHARE LIST.

Following are further alterations in Messrs. Benjamin, Kelly & Potts' share quotations notified to us after the list had been printed:—
Union Insurance ... 490 b
Macao Steamboats ... 27.75 b
China Sugars ... 120 b
Hongkong Docks ... 206 sa.

Shanghai advices, dated 7th inst., report business done:—Shanghai and Hongkong Wharfs at Tls. 165 cash and 16 1/2 for June. Indo-Chinas at Tls. 69 1/2 for April and Tls. 73 1/2 for July. Farnham, Boyds at Tls. 157 cash, Tls. 154 for June and Tls. 73 for July. Internationals at Tls. 25. Sumatras at Tls. 50. Matschappijs at Tls. 305 for July. Hall and Holtz at 530. A tors at 535. Gas at Tls 112 1/2 for Tls. 17.

FREIGHT.

Messrs. Lanke and Rogge & Co. in their report of 7th inst. say:—
During the time that has elapsed since issue of 1st report, the freight market has ruled quiet and only a very moderate amount of business has been put through, whilst rates of freight in most directions are weaker. The southern market is however not over-ordered with tonnage and unless steamers are thrown on this market from Japan and Northern ports—which though not likely is not quite impossible—it is confidently expected, that matters will mend at an early date.

As regards Saigon business, the market reopened rather weak and but little disposition was shown to resume chartering; but in consequence of a gradually strengthening local rice market, owing to fairly large grain contracts for Japan, business soon became practicable again, and during the earlier part of the fortnight several boats, even of somewhat larger size, were taken up on the basis of 13 cents per picul. After that, the demand almost entirely subsided for a time and rates dropped several cents per picul and on chartering being once more resumed nothing better than 21 cents could be obtained, a couple of steamers having to be satisfied with even less. The market continues very touchy and fluctuations are fairly frequent.

The inquiry for Philippine ports has remained slack as before, and business has been restricted to the charter of a small carrier at 40 cents per picul. Prospects in this direction do not appear very promising as far as the near future is concerned.
From Bangkok to this, a small demand has sprung up resulting in the charter of a bandy-

sized steamer at 3½ cents per picul inside the bar. Further business may be practicable provided nothing hampers the arrival of paddy from the producing districts.

Regarding Northern business, the port of Newchwang has since opened and it is reported that, a few days ago, nineteen steamers were busily loading for Amoy, Swatow and Canton. Business is however seriously interfered with by the Russian authorities and it is quite an open question, whether further chartering will be possible at all. Shippers are of course very anxious to bring their produce on the way and are prepared to pay high rates, 60 cents per picul or even more but, at present, things are at a deadlock pending further advices from the North.

Coal freights from Japan ports are rather weaker, partly owing to temporary over-supply of tonnage, but also in consequence of a somewhat sluggish local market and heavy stocks. A charter is reported to be at \$3.75 per ton, but tonnage, though large size only, can now be had even cheaper. For Singapore, business has been done here and in London at \$3 per ton.

On monthly terms, the sub-charter of a steamer originally taken up on Japanese account, is reported, terms reserved. There is no further demand at present.

Sail freights:—Nothing doing.

Sail-transportage loading or to load.—For Callao.

Italian bark *Lathair*, arrived 12th January.

British bark *Alga Bay*, arrived 4th March from Hong Kong.

Disenclaved:—British bark *Imro*, 1971 tons. Turkish bark *Lyndhurst*, 2,249 tons.

Departures:—None.

TODAY'S EXCHANGE.

Selling.

London—Bank T.T. ... 18 1/2
Do. demand ... 18 1/2
Do. 4 months' sight ... 18 1/2
France—Bank T.T. ... 2.15
America—Bank T.T. ... 41 1/2
Germany—Bank T.T. ... 1.75
India T.T. ... 128 1/2
Do. demand ... 128 1/2
Shanghai—Bank T.T. ... 73
Japan—Bank T.T. ... 85
Singapore—Bank T.T. ... Nominal
Java—Bank T.T. ... 103 1/2

Buying.

3 months' sight L/C ... 1/5 1/16
6 months' sight L/C ... 1/5 3/16
30 days' sight San Francisco & New York ... 42 1/2
4 months' sight do. ... 43 1/2
30 days' sight Sydney and Melbourne ... 1/5 5/16
4 months' sight France ... 2.20 1/2
6 months' sight ... 2.22 1/2
1 months' sight Germany ... 1.80 1/2
Bar Silver ... 24 13/16
Bank of England rate ... 4 1/2

OPIMUM QUOTATIONS.

Today's quotations are as follows:—
Yunnan, 20 ... 1,050/1,100
Malwa, oldest ... 1,120/1,200
Patna New ... 1,355
Meares New ... 1,345
Persian Paper ... 880-950

To-day's Advertisements.

CITY HALL.

NOVELTY OF THE SEASON.

GRAND OPENING.

TO-NIGHT (MONDAY), APRIL 11TH, AND ALL THE WEEK.
After a Brilliant and Successful Season in South Africa, Ceylon and India; Mr. M. B. LEAVITT'S Elite Anglo-American

TROUBADOURS

A Select Company of 11th Class Vaudeville and Comedy Artists in a refined Entertainment.

An Evening's Enjoyment of FRIVOLITY, JOLLITY AND FANTASY.
Everything New, Bright and Up-to-date.

As an Extra Special Attraction the World-Famed

MYSTERIOUS ZANCIGS,

will nightly appear in their Wonderful Entertainment of

MENTAL TELEPATHY.

Popular Prices:—\$3, \$5, \$1.
Complete Change of Programme

THURSDAY NIGHT.

Booking and Plan at ROBINSON PIANO CO., LD.

Special Matinee arranged for Ladies and Children SATURDAY next at 3 o'clock. Half Price to all parts. Seats for same secured at Robinson's.
Hongkong, 11th April, 1904. [476]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

FROM this date and during my absence from the Colony, Mr. C. MONTAGUE EDE will act as SECRETARY of the Society.
By Order of the Board,
W. J. SAUNDERS, Secretary.

Hongkong, 11th April, 1904. [491]

FOR ILOILO.

THE Steamship

"PRONTO,"

Captain Grandt, will be despatched for the above Port, on SUNDAY, the 17th inst., at Daylight.

For Freight, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, 11th April, 1904. [493]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"POLYNESIE,"

Captain Le Boisselier, will be despatched for the above Port, on or about MONDAY, the 18th inst.

For Freight of Passage, apply to G. DE CHAMPEAUX, Agent.
Hongkong, 11th April, 1904. [494]

To-day's Advertisements.

THE "DAILY PRESS" OF HONGKONG ON THE "UP-TO-DATE" SHORTHAND.

IN view of the correspondence which has arisen over the merits of various systems of shorthand writing, it is not without interest to see in what part of headquarters the experts of the "Up-to-date" system are quartered in Hongkong. A visit to Mr. WARWICK PEELE'S Studio in Queen's Road Central will repay the trouble. The Premises are large and airy, the more-or-less noisy type-writing and the shorthand studios being well apart. Tables are covered with green baize cloth, not at all trying to the eyes. Mr. PEELE has invented clever, though rather curious-looking double chairs, especially adapted for use when imparting shorthand instruction. At present he is training a staff of teachers, three of whom are ladies, when these are thoroughly versed in the respective branches of teaching for which they are intended, Mr. PEELE says that he will open branches at CANTON, SHANGHAI, and YOKOHAMA. At present his teachers have only been under training for a fortnight, whilst six weeks altogether will be necessary. One lady after 9 days' study, accomplished 40 words a minute, after 11 days 60 words; after 21 days, 80 words; and she is now in the 120 words a minute speed-lesson. It is claimed that "Up-to-date" shorthand is easy to transcribe. There are no lines, arbitrary signs, grammatical, or obtuse angles nor any halving principal. The full course consists of 21 lessons. Type-writing is taught by the blind touch system, new machines of the best make being supplied for the purpose. Other subjects include Book-keeping, Arithmetic, Languages, Memory-training, and Business Department.
From The Hongkong Daily Press.
8th April, 1904. [493]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

TRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVI, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "GAL" Captain G. Philipps, carrying His Majesty's Mail, will be despatched from Hongkong for BOMBAY, on SATURDAY, the 23rd April, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 11th April 1904. [494]

Intimation.



THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS. By Appointment to H.M. THE KING and H.R.H. THE PRINCE OF WALES. Supplied at all the LEADING CLUBS and HOTELS, and may be obtained from LAMB, CRAWFORD & CO,

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUZ
GLASGOW and LIVERPOOL	"HYSON"	On 17th April.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 24th April.
GLASGOW and LIVERPOOL	"DEUCALION"	On 1st May.
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th May.
GLASGOW and LIVERPOOL	"DARDANUS"	On 13th May.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"MACHAON"	On 12th April.
GENOA, MARSEILLES & L'POOL	"IDOMENEUS"	On 14th April.
LONDON & ANTWERP	"TELEMACHUS"	On 20th April.
LONDON & ANTWERP	"ANTENOR"	On 10th May.
GENOA, MARSEILLES & L'POOL	"ACHILLES"	On 20th May.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"HYSON"	On 19th April.

S.S. "PING SUBY" left Victoria, B.C., for Japan and Hongkong on 24th March.
S.S. "AGAMEMNON" will leave Victoria, B.C., for Japan and Hongkong on 21st April.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 11th April, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
KOBE	"ANHUI"	14th April.
SHANGHAI	"WUJONG"	15th "
MANILA	"SUNGKIANG"	15th "
SWATOW and TIENTSIN	"KANSU"	18th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and steamer WENE	"TAIYUAN"	23rd "

† Taking Cargo on through Bills of Lading Electric Light. Unrivaled table. A duly

† Taking Cargo and Passengers at through Rates for an Australian

U.S.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND

AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 9th April, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 16th April, at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 23rd April, at 10 A.M.
PERLA	1980	A. H. Notley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 9th April, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"NICOMEDIA"	4,371	A. Wagner	April 14, 1904.
"ARABIA"	4,483	"	"
"AROGONIA"	5,198	"	"
"NOMANTIA"	4,370	"	"

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week
Days, at 7.30 A.M.; on Excursion Sundays,
at 8.30 A.M.; on Macao, Week Days at about
2 P.M. and Sundays about 7.30 P.M.
FARE:—(Week Days) 1st Class (including
cabin and servant), \$5; Return Ticket, \$5.
—2nd Class, \$3; 3rd Class, 50 cents.
On Excursion Sundays, 1st, 2nd, 3rd Class
Single Ticket, \$3; Return Ticket, \$5. On
Board or at Macao Hotel, \$5. On Sundays,
\$5 extra will be charged for each cabin with
accommodations for two or more passengers.
WHARF—At the Western end of Wing Lok
Street.

The Steamer runs an Excursion Trip EVERY
SUNDAY. It takes only 3½ hours to reach
Macao.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street,
Hongkong, 5th January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Captain Ramsey, of 1,088 tons, Registered, is
the newest, fastest, and most luxuriously fur-
nished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.

1st Class.....\$3.00 for Single Journey.
2nd ".....1.50 " " "
Meals.....1.00 each.

The steamer's wharf is at the Western end
of Wing Lok Street.

YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street,
WENDT & CO.,
Canton Agents.

Hongkong, 11th April, 1904.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong

THE leading English Newspaper in China
Also widely circulated in Japan, Cochinchina,
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of mat-
ters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively display-
ing advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

ADVERTISEMENT RATES
(per line.)

One week	\$ 2.85
One month	7.20
Two months	13.00
Three "	20.00
Six "	37.50
Twelve "	71.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts	5 per cent.
6 "	10 "
12 "	25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
\$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PAMPHLETS,

CARDS,

CIRCULARS,

EXPRESSES.

All job printing is done under European
superintendence, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH
OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LD.,
1, Ice House Road,
Hongkong.

HONGKONG METEOROLOGICAL
SIGNALS.

A NEW CODE.

We have received from the Hongkong
Observatory a new code of meteorological
signals which comes into force at Hongkong
on New Year's Day. They are the same as
those at present in use at Shanghai, and will
be hoisted on the mast beside the time-ball at
Kowloon Point for the information of masters
of vessels leaving the port. They do not neces-
sarily imply that bad weather is expected. The
signals are as follows:—

A cone point upwards indicates a typhoon to
the North of the Colony.

A cone point upwards and drum below in-
dicates a typhoon to the North-East of the
Colony.

A drum indicates a typhoon to the East of
the Colony.

A cone point downwards and drum below
indicates a typhoon to the South-East of the
Colony.

A cone point downwards indicates a typhoon
to the South of the Colony.

A cone point downwards and ball below
indicates a typhoon to the South-West of the
Colony.

A ball indicates a typhoon to the West of
the Colony.

A cone point upwards and ball below indicates
a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is
believed to be more than 300 miles away from
the Colony.

Black Signals indicate that the centre is
believed to be less than 300 miles away from
the Colony.

The above signals will, as heretofore, be
hoisted only when typhoons exist in such posi-
tions or are moving in such directions that in-
formation regarding them is considered to be of
importance to the Colony or to shipping leav-
ing the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad
weather in the Colony and that the wind is
expected to veer.

Two lanterns hoisted horizontally indicate
bad weather in the Colony and that the wind is
expected to back.

The signals are repeated on the flagstaff of
the Godown Company at Kowloon, and also,
by day only, at the Harbour Office and on H.
M.'s Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching
typhoons by means of the Typhoon Gun placed
at the foot of the mast, which is fired whenever
a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—
Joint Cable Companies' Office,
Ferry Company's Pier, Ice House Street,
Blake Pier,
Post Office,
Harbour Office,
Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS and STORM-
WARNINGS are exhibited on the above boards
daily about 11 a.m., and also at other hours,
day or night, whenever necessary. Informa-
tion of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL
REGISTER is exhibited at the same places daily
about noon. It contains observations made at
Hongkong and at a number of stations in the
Far East, together with Remarks, Weather-
forecast, and information regarding the exist-
ence and movements of typhoons based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may,
whenever necessary, call at the Telegraph
Company's Office in Connaught Road and
send telegrams to the Observatory asking for
special information without charge. Such
inquiries may also be sent from the Police
Station at Kowloon Point which is connected
with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather
to be expected while signals are hoisted, and
sailing directions, are given in "The Law of
Storms in the Eastern Seas."

F. G. Fidd,

Acting Director

Hongkong Observatory and January 1904.

HONGKONG AVERAGE MARKET
PRICES.

Corrected 6th April, 100 cts. per 5 Mds.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa B	18
" Corned—Ham Ngau Yuk	18
" Roast—Shiu	18
" Breast—Ngau Lam	14
" Soup, Tong Yuk	14
" Steak—Ngau Yuk Pa	18
" Serjion—Ngau Lau	26
" Sausages—Ngau Yuk Chung	16
" Bullock's Brains— " Know	8
" Tongue fresh—Ngau Li	45
" Corned—Ham Ngau Li	55
" Head—Ngau Tau	55
" Heart—Ngau Sum	9
" Hump, Salt—Ngau Kin	13
" Feet—Ngau Kerk	8
" Kidneys—Ngau Yiu	16
" Tail—Ngau Mei	16
" Liver—Ngau Con	9
" Tripe (undressed)—Ngau To	5
" Calves' Head and Feet—Ngau-chai- tau-keok	45
" Mutton Chop—Yeung Pui Kw	24
" Leg—Yeung Pui	24
" Shoulder—Yeung Shau	22
" Pigs' Chittlings—Chi chong	7
" Brains—Chi Know	12
" Feet—Chi Kerk	12
" Fry—Chi Chak	12
" Head—Chi Tau	13
" Heart—Chi Sum	9
" Kidneys—Chi Yiu	18
" Liver—Chi Kon	20
" Pork, Chop—Chi Pui Kwat	20
" Corned—Ham Chu Yuk	18
" Leg—Chu Pui	22
" Fat or Lard—Chu Yau	18
" Sheep's Head and Feet—Yeung Tau Keok	55
" Heart—Yeung Sum	9
" Kidneys—Yeung Yiu	16
" Liver—Yeung Con	20
" Sucking Pigs, To Order—Chu Chai	17
" Suet, Beef—Sang Ngau Yau	16
" Mutton—Sang Yeung Yau	20
" Veal—Ngau Chai Yuk	15
" Sausages—Ngau Chai Yuk Tong	15

POULTRY.

Chicken—Kai Chai	30
Capons, Large, Small—Sin Kai	32
Ducks—Ap	18
Doves—Pan Kau	1
Eggs, Hen—Kai Tan	30
Fowls, Canton—Kai	24
" Hainan—Hoi Nam Kai	21
Geese—Ngai	28
Geese, Wild Shanghai—Sheung Hoi Ye Ngo	350
Musk Deer—Wong Keng	350
Hare—Tu Chai	55
Partridge—Che Khoo	6
Pheasant—Shan Kai	1.60
Pigeons, Canton—Pak Kap	30
" Hoihow—Hoihow Pak Kap	25
Quail—Um Chun	25
" Rice Birds—Wo Fa Cheuk	25
Snipe—Sa Chui	25
Turkeys, Cock—Fo Kai Kung	65
" Hen— " Na	58
Wild Ducks, Shanghai, Sulap	75
Teal, Shanghai, Sulap	75
Wild Ducks Canton—Sang Shing Sui Apea	1.25

FISH.

Barbel—Ka Yu	14
Bream—Bin Yu	13
Canton Fresh Water Fish—Hoi Sin Yu	14
Carp—Li Yu	14
Catfish—Chik Yu	11
Codfish—Mun Yu	14
Crabs—Hal	16
Cuttle Fish—Muk Yu	12
Dab—Sa Mang Yu	11
Dace—Wong Mei Lun	11
Dog Fish—Ti Tu Sa	9
Eels, Congor—Hal Man Yu	16
" Fresh water—Tam Sui Yu	14
" Yellow—Wong Sio	24
Frogs—Tien Kai	32
Garoupa—Sok Pan	90
Gudgeon—Pak Kung Yu	13
Herrings—Tao Pak	18
Halibut—Cheung Kwan Yu	18
Labrus—Wong Fa Yu	24
Loach—Wu Yu	24
Lobsters—Lung Ha	35
Mackerel—Chi Yu	24
Monk Fish—Mon Yu	24
Mullet—Chai Yu	22
Oysters—Sang Hoo	20
Parrotfish—Kai Kung Yu	15
Perch—Tau Loo	14
Pike—Pa Paw Poong	11
Plaice—Pan Yu	13
Pomfret, Black—Hak Chong	20
Pomfret, White—Pak Chong	28
Prawns—Ming Ha	40
Ray—Pa Pa Sa	8
Rock Fish—Sok Kau Kung	16
Roach—Chun Yu	9
Salmon, (Cton), fresh water—Ma Yau Yu	24
Shark—Sa Yu	24
Skate—Po Yu	24
Shrimps—Ha	24
Snappers—Lap Yu	24
Soles—Tat Sa Yu	20
Tench—Wai Yu	14
Turbot—Cho Hoi Yu	20
Turtles, small, fresh water—Kau Yu	20
White Bait—Ngau Yu Chai	20

FISH.

Almond—Hung Yau

Shipping.

Thales, Br. s.s., 89, Robson, 10th April—
Foonchow 6th April, and Swatow 8th, Gen.—
D. L. & Co.

Woolung, Br. s.s., 1,109, Dowson, 10th April—
Shanghai via Foonchow 4th April, Gen.—B. &
S.

Takung, Br. s.s., 908, Baker, 10th April—
Tientsin 1st April, Gen.—J. M. & Co.

Chunyang, Br. s.s., 1,418, Cox, 10th April—
Sourabaya 3rd Mar., Sugar—J. M. & Co.

Achilles, Br. s.s., 4,483, O. P. Williams, 10th
April—Singapore 4th April, Gen.—B. & S.

Anhui, Br. s.s., 7,357, Summerville, 10th April—
Manila 7th April, Gen.—D. L. & Co.

Auchengang, Br. s.s., 7,542, M. B. Reid, 10th
April—Westport via Sydney 19th Mar.,
Coal—D. L. & Co.

Haitan, Br. s.s., 1,183, T. S. Roach, 10th April—
Swatow (th April), Gen.—D. L. & Co.

Hue, Fr. s.s., 704, Godinan, 10th April—
Quang Tchou Wan 9th April, Gen.—
R. M.

Machann, Br. s.s., 4,278, S. W. Long, 11th
April—Shanghai 8th April, Gen.—B. & S.

Ovid, Br. s.s., 2,656, Cubitt, 11th April—
Kuchinozu 5th April, Coal—M. B. K.

Sungkiang, Br. s.s., 1,021, G. Robinson, 11th
April—Hilo 7th April, Gen.—B. & S.

Ismaila, Br. s.s., 3,381, A. E. Stebbing, 11th
April—Rangoon via Singapore 29th Mar.,
Rice—J. M. & Co.

Kwan-lee, Ch. s.s., 1,468, Lincoln, 11th April—
Shanghai 8th April, Gen.—C. M. S. N. Co.

Yuenyang, Br. s.s., 1,128, P. H. Rolfe, 11th
April—Manila 8th April, Gen.—J. M. &
Co.

Departures.

April 10.

Rhenheim, Br. cruiser, for Singapore.
Tungking, for Shanghai.
Bruckley, for Kobe.
Themis, for Kobe.

April 11.

Thales for Swatow.
Charterhouse, for Amoy.
An Pha, for Amoy.

Shiur, H.M.S. cruiser, for Misa Bay.
Alacris, Br. despatch-vessel, for Misa Bay.
Adams, Portuguese cruiser, Macao.
Wooming, for Canton.

Passengers Arrived.

Per Achilles, from Singapore—700 Chinese.

Per Takung, from Tientsin—Mr. Wolfe, and
11 Chinese.

Per Sungkiang, from Hilo—Messrs. Rice,
Menzie, and 12 Chinese.

Per Wooming, from Shanghai, &c.—Messrs.
Taylor, Gutz and 7 Chinese.

Per Thales, from Const. Ports—Mrs. and
Miss Gosewisch, and 57 Chinese.

Per Haitan, from Swatow—Mrs. Brown, Dr.
Betz, Messrs. J. Schmidt, Chemist, J. Sterling,
H. Kirkhope, H. Myers, and Miss Noltenius.

Per Anhui, from Australia, &c.—Mr. and Mrs.
Temperley, Mr. and Mrs. Smith, Miss C. C.
Capt. Wakefield, R. A. Messrs. Richardson,
Davis, Barker, Smith, Edmunds, and Kopp.

Per Kwangtung, from Shanghai—Mrs. Palmer,
Mrs. Baker, Mrs. Tipp and children, Messrs.
Gorman, Hubbard, Kwan, Chiang Slang, and
115 Chinese.

Per Yuenyang, from Manila—Mrs. S. Nicols,
Dr. W. Parker, Mrs. E. W. Clark, Miss M. E.
Houghton, Mr. and Mrs. R. M. Shearer, Mr.
and Mrs. Rex, W. Wells and child, Messrs.
E. E. Tredway, A. Walker, Mr. and Mrs. Geo.
E. Osborn, Messrs. P. Gibbons, C. G. Price,
J. A. Rodriguez, J. A. Aquila, R. H. Niecy,
Stewart Laughlin, Mr. and Mrs. P. E. Brancif,
Messrs. V. Korngold, N. Facing, 42 Chinese,
and 2 Hindoos.

Passengers departed.

Per Balthasar, from Hongkong for Bombay—
Messrs. D. S. Doshi and B. D. Tata. For Mar-
sailles—Mr. J. J. Davies. For London—Sur-
geon Major, Messrs. Conall General and Mrs. Leon
Gulistan, Messrs. Roger and Paul Gulistan and
2 children, Comdrs. F. W. Dean and E. B.
Kiddle, R.N., Lieut. Disney, R.G.A., Mid.
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Cashman, David, Eames, Lenaghan, and Mr.
Kenzie, Messrs. Chas. F. G. Scuggins,
R.N., F. G. Langford, Edward-Wyong, J. Mit-
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Young, V. Powlo, Chas. Chun, K. L. Kapore,
V. Simcock, D. Pew, Lau Yip, L. O. Fitz, C.
Wright, Yau Suew, Chas. Yiao, Wm. Waters,
Gao Angel, J. Loyzain, S. T. Lamb, Fred.
Kites, V. O. Hayes, Chas. J. Palmer, L. Palmer,
L. Ham, W. R. Brady, Harris Shaw, J. Lee,
J. Rodgers, W. D. C. E. Richardson, L. Fatee,
Chas. Yaw, F. A. Olivan, P. Buckley, T. Law
and Van Sersen.

Shipping Report.

Str. Sungkiang from Hilo—Moderate mon-
soon, high sea.

Str. Achilles from Singapore—Light winds
and fine weather, smooth sea.

Str. Haitan from Swatow—Strong Ely winds
and fine clear weather throughout.

Str. Anhui from Australia, &c.—Light to
strong N.E. winds, with moderate sea.

Str. Thales from Foonchow—There to Swatow
light winds and hazy weather, thence to
port light variable winds, and clear weather.

Str. Ismaila from Rangoon—Fine weather
throughout except near Hongkong, on Sun-
day 10th inst. blowing hard from the E.N.E.
(no rain), last three days 20' favourable current
each day.

Vessels in Port.

Steamers.

Andree Rickmers, Ger. s.s., 1,020, H. Kohn,
6th April—Bangkok 30th Mar., Rice and
Gen.—B. & S.

Athenian, Br. s.s., 2,440, S. Robinson, 7th
April—Vancouver, R.C. 7th Mar., and
Shanghai 4th April, Gen.—C. P. R. Co.

Bourbon, Fr. s.s., 997, Antoni, 3rd Mar.—
Saigon 26th Mar., Rice—Man Fat.

Capri, Ital. s.s., 4,027, C. Belito, 4th April—
Bombay 17th Mar., and Singapore 29th,
Gen.—C. & Co.

Carl Menzell, Ger. s.s., 983, J. Janssen, 8th
April—Singapore 1st April, Gen. and
Dynamite—S. W. & Co.

Chowtai, Ger. s.s., 1,115, H. Textor, 9th April—
Bangkok 1st April, via Swatow 8th, Rice.
—B. & S.

Cragoswald, Br. s.s., 2,084, J. Pearo, 7th April—
Cardiff 15th Feb., Coal—Admiralty.

Dagmar, Ger. s.s., 1,452, C. Gosewisch, 6th
April—Saigon 2nd April, Rice—M. & Co.

Doric, Br. s.s., 4,975, H. Smith, R.N.R., 6th
April—San Francisco 5th Mar., Honolulu
12th, Yokohama 25th, Kobe 27th, Nagasaki
29th, and Manila 4th April, Mails and
Gen.—O. & S. S. Co.

Edendale, Br. s.s., 717, Moss, 6th April—
Saigon 31st Mar., Rice—Waster.

Elie, Ger. s.s., 993, Petersen, 5th April—
Saigon 31st Mar., Rice and Flour—J. &
Co.

Evindale, Br. s.s., 2,468, Fuyers, 5th April—
Penarth 13th Feb., Coal—Admiralty.

Goodwin, Br. s.s., 2,931, W. J. Nibet, 8th
April—Mojito 2nd April, Coal—M. B. K.

Hugen, Norw. s.s., 820, Gothey, 7th April—
Mojito 1st April, Coal—Arisaara Thoresen
& Co.

Ile de Negros, Am. s.s., 200, Laritigen, 7th
April—Manila 1st April, Ballast—B. &
Co.

Itaura, Br. s.s., 3,363, C. R. Kendall, 2nd April—
Mojito 27th Mar., Coal—J. M. & Co.

Jason, Br. s.s., 7,500, T. G. Steeves, 9th April—
Singapore 4th April, Gen.—B. & S.

Kumang, Br. s.s., 2,077, E. I. Buller, 2nd
April—Saigon 30th Mar., Rice—J. M. &
Co.

Madeleine Rickmers, Ger. s.s., 1,020, Sanders,
19th Mar.—Bangkok 23rd Mar., Rice—
B. & S.

Maria Ie, Ital. bq., 1,118, D. Urso, 9th April—
Freemantle 7th Feb., Sandalwood—
Order.

Mausang, Br. s.s., 1,644, S. J. Payne, 25th Mar.—
Sandakan 19th Mar., Timber and Gen.—
J. M. & Co.

Marie Jensen, Ger. s.s., 2,200, Bendixen, 7th
April—Java Ports 29th Mar., Sugar—
Tung Kee.

Melita, Fr. s.s., 700, Le Prévôt, 8th April—
Saigon 2nd April, White-flour—B. & Co.

Nanshan, Br. s.s., 1,299, E. F. Stovell, 6th
April—Saigon 2nd April, Rice—B. & Co.

Oscar II, Norw. s.s., 2,000, R. Olsen, 31st Mar.—
Mojito 25th Mar., Coal—M. B. K.

Rein, Norw. s.s., 726, Hans Olsen, 9th April—
Bangkok 1st April, Rice—Kin Tye Long.

Telemachus, Br. s.s., 1,310, J. Williamson, 7th
April—Saigon 2nd April, Rice and Meal.
—Wo Fat Sing.

Triumph, Ger. s.s., 769, Hansen, 9th April—
Swatow 8th April, Gen.—O. S. K.

Tsintau, Ger. s.s., 1,002, O. Koch, 6th April—
Bangkok 30th Mar., Rice and Wood—H.
& S.

Sailing Vessels.

Alcoa Bay, Br. bq., 1,111, Tills, 4th Mar.—
Hongay 15th Feb., Coal—B. & S.

Arrow, Br. 4-masted bq., 2,971, McDonald,
17th Mar.—from New York, Kerosine Oil.
—S. O. Co.

Vale of Doon, Sarawak bq., 669, Wesemeier,
24th Mar.—Rajang, N.W. Borneo 18th
Feb., Timber—S. W. & Co.

Steamers Expected.

Vessels	From	Agents	Due
Emp. of India	Shanghai	C. P. R. Co.	April 12
Hamburg	Shanghai	M. & Co.	April 12
Glenshiel	Singapore	McG. & G.	April 12
Clavering	Kobe	C. C. Co.	April 12
Gregory Apar	Singapore	D. S. & Co.	April 13
Indravelli	Japan	P. & A. Co.	April 14
Kelvin	Singapore	N. Y. K.	April 15
Laisang	Singapore	J. M. & Co.	April 17
Pulnesian	Singapore	M. M. Co.	April 18
Siberia	Japan	P. M. Co.	April 19
Tartar	Vancouver	C. P. R. Co.	April 22

Hongkong & Whampoa Dock Returns.

Lin Tan at Kowloon Dock.
H.I.G.M.S. Moewe
Mausang

Ships Passed The Canal.

Onward—16th March—Standard, Kelvin,
Armenia, St. Meridian, Maria, Kilda. 18th
March—Voronej, Reischel. 22nd March—
Hysen, Oldenburg, Dornoch, Thyra, Orange.

Ness. 25th March—Arragon, Palma, Salvez,
Strassburg. 30th March—Aragonia, C. Ferd
Loise, Remmohr, Aeneas, Simoom. 6th March—
Nayera, Peri, Movoue, Keumun, Decaloun.

Ellis, Sagami, Thenderville, Gerd. 9th April—
Ernest Simons, Telwin, Gisela, Plantmar.

Verona, Ulysses, Segovia, Algionia
Onward—16th March—Glenshiel. 18th
March—Alesia, Alcinoos. 30th March—Mac-
duff, Radnorshire. 9th April—Oanfa, Roon.

Arrivals at Home—16th March—Ambria,
Humer, Princess Maria. 18th March—Low-
ther Castle, Syria, Vindobona, Marie Valerie.

22nd March—Yarra, Nestor. 25th March—
Gera, Nubia. 30th March—Glenloch, Wurs-
burg, Denbighshire. 6th March—Toidor, Kin-
tuck, Srydlia, Hudson. 9th April—Palermo,
Australien, Palermo.

THE WEATHER.

The following report is from Mr. J. I. Plum-
mer, Chief Assistant of the Hongkong Obser-
vatory:—

On the 11th at 11.30 a.m. The barometer
has risen in Japan and also in China and the
Philippines and has fallen in Central China
where a depression probably exists.

The high pressure has moved eastward, and
is

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
NOTICE
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX,
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 19th April, 1904,
at 1 P.M., the Company's Steamship
"SALAZIE," Captain Nègre, with Mails,
Passengers, Specie and Cargo, will leave
this Port for MARSEILLES, via Ports of Call,
WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till NOON
only on MONDAY, the 18th April, Specie
and Parcels received until 4 P.M. in the same
day. No Cargo will be received on board on
TUESDAY.

Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 7th April, 1904.

NORTHERN PACIFIC STEAMSHIP
COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,
VIA
SHANGHAI, INLAND SEA OF JAPAN,
KOBE AND YOKOHAMA,
FOR VICTORIA, B.C. AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY
COMPANY.

Steamers.	Tons.	Captains.	1904
Loyal	4,417	G. V. Williams	May 4
Shawmut	9,606	W. M. Smith	May 21
Victoria	5,102	J. Truebridge	
Tremont	9,506	T. W. Garlick	

† Cargo only.

Steamers marked (*) have no second-class
passenger accommodation.

The attention of passengers is directed to
the very cheap rates offered by this line to the
Pacific Coast and to the Interior and Eastern
Cities of the United States and to Europe.

Special rates allowed to members of Govern-
ment Services.

Through Bills of Lading issued to Pacific
Coast Ports and to the Principal Cities in the
United States and Canada.

For further information as to Freight or
Passage, apply to

DODWELL & CO., LIMITED,
General Agents.

Hongkong, 6th April, 1904.

For Sale.

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the
Continental Hospitals by Kienrich, Kienrich, Kienrich, Kienrich,
and others, combined all the desiderata to be sought in a
remedy of the kind, and surpasses everything hitherto
employed.

THERAPION No. 1. In a remarkably
short time, often a few days only, removes all discharges from
the urinary organs, effectually suppresses the secretion of urine,
and restores the system to its normal condition. It is a powerful
diuretic and other serious diseases. In dysentery, piles,
irritation of the lower bowel, cough, bronchitis, asthma, and
some of the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other well-tried remedies have been powerless.

THERAPION No. 2. For im-
purity of the blood, scurvy, pimples, spots, blotches, pains and swell-
ings of the joints, secondary syphilis, gonorrhea, rheumatism,
and all diseases for which it has been too much a fashion
to employ mercury, sarsaparilla, etc., to the destruction of
the system, and ruin of health. This preparation
purifies the blood, restores the system to its normal condition,
and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3. For various
skin diseases, such as eczema, psoriasis, and all eruptions of the
skin, it is sold by the gram.
In ordering, state which of the three numbers is re-
quired, and observe above Trade Mark, which is a far-
mally-wood "THERAPION" as it appears on the French
Government Stamp (in white letters on a red ground)
affixed to every package by order of His Majesty's Hon.
Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited,
Hongkong, China and Manila.

FOR SALE.

INCANDESCENT
GASOLINE

LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES.

CHIMNEYS,
GLOBES,
SHADES, &c.,

for
GASOLINE AND GAS

LAMPS

at the most moderate
prices.

Lamps fixed up for
buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace.

Hongkong, and April, 1904.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"MALTA,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. Himalaya and
Somali.

From Calcutta, ex S.S. Syria.
From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
4 P.M., TO-DAY.

Goods not cleared by the 14th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an ap-
pointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 8th April, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"FORMOSA,"
FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
5 P.M., TO-DAY.

Goods not cleared by the 11th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.

No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 5th April, 1904.

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"DORIC,"
The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to
take immediate delivery of their Goods from
alongside.

Cargo impeding discharge and undelivered
by SATURDAY, the 9th instant, at 10 A.M.,
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected.

E. W. TILDEN,
Agent.

Hongkong, 6th April, 1904.

FROM HAMBURG, BREMEN, ROTTER-
DAM, PENANG AND SINGAPORE

THE H. A. L. Steamship

"ARTEMISIA,"
Captain Gronmeyer, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 12th instant will be subject
to rent.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 12th instant at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE.
Hongkong Office.

Hongkong, 5th April, 1904.

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA,"
FROM TACOMA, SEATTLE, YOKO-
HAMA, KOBE AND MOJI.

The above Steamer having arrived, Con-
signees of Cargo are hereby requested to send
in their Bills of Lading for countersignature
and to take immediate delivery of their Goods
from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 5th April, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	83,000	\$125	\$125	\$10,000,000 \$6,500,000 \$250,000 \$175,513 \$191,973	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/84=\$22.994 for half-year ending 31.12.1903 \$2 (London 3/6) for 1913 None	6 1/2 % 5 1/2 %	\$610 London 4/3 \$384 \$10
National Bank of China, Limited Do. Founders'	42,453 750	£10 £1	£8 £1		\$21,668			
MARINE INSURANCES.								
Un on Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$569,113 \$784,415 \$906,872 \$900,000 \$151,932 \$331,342 \$322,138	\$1,959,926	\$32 for 1902	6 1/2 %	\$475 buyers.
China Trade Insurance Company, Limited	24,000	\$83.33	\$25	Tls. 500,000 Tls. 31,850 \$675,000 \$53,300 \$1,300,000 \$50,000	Nil.	\$4 for year ended 30.4.1903	7 %	\$57 sales
North China Insurance Company, Limited	10,000	£15	£5	Tls. 100,000 Tls. 1,000,000 Tls. 31,850	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 6 1/2 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60		\$186,284	\$12 for 1901	9 %	135
Canton Insurance Office, Limited	10,000	\$250	\$50		\$110,551	\$15 for 1902	8 1/2 %	\$175
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,308,856 \$1,000,000 \$125,675 \$1,501	\$371,110	\$22 1/2 for 1902	8 %	\$285 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$10		\$319,047	\$6 dividend & \$1 bonus for 1902	8 1/2 %	\$83 buyers
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$350,000 \$633,000 \$149,409 \$149,000 £80 £100,000	\$41,558	\$1 1/2 for second half-year '03	11 %	27 1/2 sales
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	none	£5,380	10/- for 1902	6 %	\$95 sales
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900		\$22 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$7,815 \$5,000	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$35
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$27,500	\$37	\$1.20 for year ending 30.4.03	4 1/2 %	\$31 sales
Straits Steamship Company, Limited	5,000	\$100	\$100	\$35,000		\$8 for second half year 1902	11 %	\$145
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$4,000 Tls. 98,000 Tls. 201,614	\$19,555	Interim of 1/- (Coupon No. 4) for 1903	5 %	19 1/2 sellers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50		Tls. 865	Final of Tl. 1 making Tls. 2 for 1903	18 %	Tls. 35
Shanghai Tug and Lighter Company, Limited Do. Preference	200,000 100,000	Tls. 50 Tls. 50	Tls. 50 Tls. 50	none	Tls. 55,541	Final of Tls. 2 making Tls. 4 1/2 Tls. 1 1/2 making Tls. 3 1/2	9 1/2 % 7 1/2 %	Tls. 47 1/2 Tls. 46
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$117 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$10 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	5 %	Tls. 50 sales
MINING.								
Punjom Mining Company, Limited Do. Preference Shares	60,000 30,000	\$11 \$1	\$11 \$1	none	Dr. \$261,000	None		\$51 sellers 25 cents
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,137 Fcs. 1,529,672	Fcs. 85,706	Interim of Fcs. 30 for 1903		\$500
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	Dr. £7,236	No. 12 of 1/-		\$6 1/2 sellers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-		Tls. 6 sellers
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$8,750	\$425,340	\$5 dividend and \$1 bonus for second half year 1903	7 1/2 %	\$206
S. C. Farnham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	Int. of Tls. 5 for half year ending 31.10.03	7 1/2 %	Tls. 150 buyers
Tanjong Pagar Dock Company, Limited	6,000	\$100	\$100	\$1,850,000		\$6 for first half year 1903	4 1/2 %	\$250
Riley Hargreaves & Co., Limited	2,750	\$100	\$100	\$150,000		\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$185
Do. Preference	12,000	\$100	\$100	\$5,000		\$7 dividend		\$10
Howarth Erskine, Limited	30,000	\$50	\$50	\$50,000 \$50,890 \$250,000	\$58,015	\$10 for first half year 1902		\$105
Hongkong & Kowloon Wharf and Godown Co., Ltd.	20,000	Tls. 100	Tls. 100	Tls. 487,100 Tls. 50,913	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	6 1/2 %	Tls. 165 sellers
Shanghai and Hongkong Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	10 1/2 %	Tls. 180
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	\$55,500	\$4,548	\$2 1/2 for 1902	6 1/2 %	\$97 1/2 sellers
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2					
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,666	Final of \$6 making \$12 for 1903	8 %	\$145
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000	Tls. 37,634	Final of Tls. 3 & bonus of Tls. 2 making in all Tls. 8 for 1903	7 1/2 %	Tls. 160 sales
Tientsin Land Investment Company, Limited	2,250	Tls. 100	Tls. 100	Tls. 54,626	Tls. 335	Final of Tls. 5 making in all Tls. 5 for 1903	7 %	Tls. 70 buyers
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	\$636	Interim of Tls. 2		Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.50 for 1903	7 1/2 %	Tls. 10
Wei-hai-wei Land and Building Company, Limited	3,704	Tls. 25	Tls. 25	none	Tls. 5,150	None		\$53
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Final of 1.70 making \$2.20 for 1903	6 %	\$53
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,771 \$20,000	\$3,161	\$5 for second half-year 1903	8 %	\$134 sellers
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 33,000	Tls. 1,837	Interim of Tls. 5	6 1/2 %	Tls. 150 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$22,500	\$16,301	\$2 1/2 for year ending 30.6.03	7 1/2 %	\$34 buyers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 6,804	Tls. 1,496	Tls. 1 1/2 for the year ending 31.3.1903	10 %	Tls. 15 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none	\$1,989	First year	12 1/2 %	\$4
Tientsin Hotel, Limited	600	\$50	\$50	none	Tls. 3,530	\$5 for the year ending 2.2.1903	7 1/2 %	Tls. 50
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none		Interim of Tls. 3 1/2	8 1/2 %	\$160 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$50,000	\$99,177	50 cents for 1903		
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ending 31.3.1903	12 1/2 %	Tls. 31
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	H. Tls. 301.98	Tls. 8	Interim of 3 1/2 cts 1898		Tls. 25
Laoon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Nil	Inverim of Tls. 4 cts 1898 on 6000 shares		Tls. 32 1/2
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	none	Dr. Tls. 4,995	4 % for 1897		Tls. 170
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$0	\$0	none	\$11,121	Final of 60 cents making \$1 for the year ending 31.7.03	14 %	\$144 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 248.00 Tls. 25,000	Tls. 1,091	Final of Tls. 3 making Tls. 6	12 %	Tls. 50 ex- \$200
Alhambra, Limited	300	\$500	\$500	\$410.00	\$57	\$125 for year ending 30.6.1900		\$500
Philippine Company, Limited	7,500	\$10	\$10			First year		\$0 buyers
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	6 1/2 %	\$330 ex- \$8.10 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	7 1/2 %	\$8.10 buyers
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$25,000	\$3,077	Interim of 50 cents for 1903	7 %	\$14 buyers
Watkins, Limited	10,000	\$10	\$10	\$1,802	\$1,042	\$1 for 1903	15 1/2 %	\$66 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000		\$5 for year ended 31.7.1902		\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	9 %	\$9
Hongkong Electric Company, Limited	30,000	\$10	\$5	none	\$3,483	90 cents for year ending 30.4.1903	9 1/2 %	\$13
Hongkong & China Gas Company, Limited	7,000	£10	£10	\$21.85	£7,387	45 cents for year ending 30.4.1903	6 1/2 %	\$7
Shanghai Gas Company, Limited	8,000	Tls. 50	Tls. 50	Tls. 40,000	Tls. 7,548	1/2 div. and 2 1/2 bonus for 1902		\$140 buyers
Shanghai Waterworks Company, Limited	7,100	£20	£20	Tls. 120,000	Tls. 7,360	Final of Tls. 3 1/2 and bonus of Tls. 1 1/2 making Tls. 5 1/2 for 1903	7 1/2 %	Tls. 110 ex- \$1.10 sales
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 669	Final of 37/6 making 2/6 for 1903	7 %	Tls. 144
Tientsin Naive City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 413	Final of Tls. 4 making Tls. 16 for 1903	11 %	T. Tls. 130
Hall & Holz, Limited	21,000	\$20	\$10	\$186,000	\$12,802	Tls. 2 for half year		\$20 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$10,000	\$8,595	Interim of \$5 for 1903	7 %	\$20
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$0 for 1903	8 %	\$47
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$55,000	\$5,444	\$3.75 for 1903	7 1/2 %	\$47
Straits Ice Company, Limited	2,000	\$100	\$100	\$4,000		Final of \$12 making \$76 for 1903	7 1/2 %	\$106
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$1,000	\$1,837	\$7 1/2 for second-half year 1903	9 1/2 %	\$200
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$20,000	\$3,020	\$20 for year ending 30.1.1903	10 %	\$148 buyers
Campbell, Moore & Co., Limited	1,200	\$0	\$0	\$1,500	\$596	\$4 for year ending 31.7.1.03	8 %	\$148 buyers
Hell's Asbestos Easton Agency, Limited	8,604	12/6	12/6	none	£738	\$5 for 1903		\$148 buyers
United Asbestos Oriental Agency, Limited Do. Founders'	9,900 100	\$10 \$10	\$10 \$10	\$1,000	\$119	None		\$148 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	Dr. \$1,548	Final of 50 cts. making \$1.20 for the year		\$148 buyers
China Light and Power Company, Limited	15,000	\$10	\$10	none	\$57,045	Interim of 50 cents for 1903		\$148 buyers
William Powell, Limited	17,000	\$10	\$10	none	\$4,757	First quarterly dividend of Tls. 10	14 %	Tls. 200 sales
Maatschappij tot Mijnen, Bosch en Landbouwen puist in Langkat	25,000	Ts. 00	Gs. 100	Tls. 3.4 69	Tls. 27,187	Tls. 5 for 1903	7 1/2 %	Tls. 66 ex- Tls. 705 sales
Shanghai Horse Bazaar Company, Limited	1,500	Tls. 50	Tls. 50	Tls. 30.00	Tls. 10,247	Final of Tls. 5 making Tls. 10 for 1901	7 1/2 %	Tls. 205 sales
Shanghai Pulp and Paper Company, Limited	1,500	Tls. 100	Tls. 100	none	Tls. 3,388	Final of \$1.20 making \$2.70 for 1903	7 1/2 %	\$20 sales
Central Stores, Limited, Ordinary Do. Founders'	60,000 1,200	\$15 \$15	\$15 \$15	\$1,000	\$1,551	Tls. 5 for 1903	12 1/2 %	Tls. 40 sales
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 25,000	Tls. 6 for 1903	9 1/2 %	Tls. 65
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	\$10 for 1903	7 1/2 %	\$155
Kate Brothers, Limited	110,000	\$100	\$100	\$6,000		\$1 div. and 25 cents bonus for half year ended 30.9.0	10 1/2 %	\$101
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000		\$5 div. and \$1 1/2 bonus for 1902		\$105
Fraser and Neave, Limited	4,500	\$0	\$0	\$6,416		\$2 for year ended 31.10.1902		\$15
Maynard and Company, Limited	3,000	\$50	\$50	none		First year		\$15
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd	1,200	\$10	\$10					
South China Morning Post, Limited	6,000	\$25	\$25					